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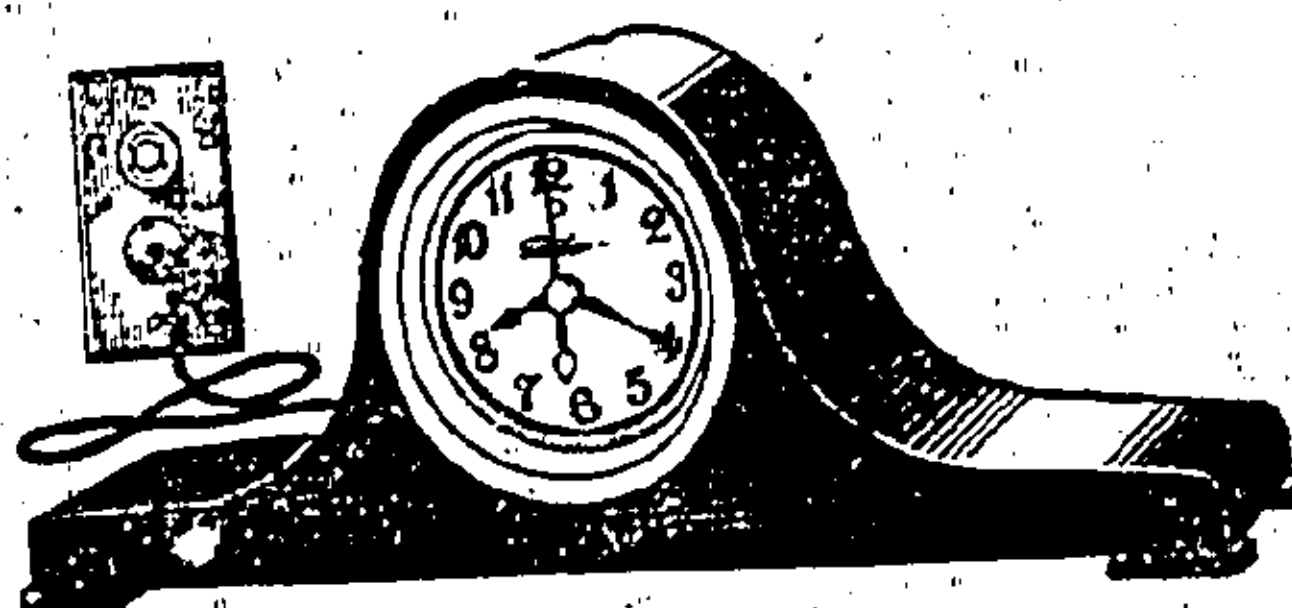


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Electric wires.

Now comes Time, also.

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—accurate time, with no winding, regulating or cleaning
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Many handsome Telechron Electric clocks are on view at
Messrs. Andersen Meyer, the Hong Kong Electric Co. and the General
Electric Co. showrooms, and you are cordially invited to inspect
them to-day.

They are well worth a visit

Telechron

THE ELECTRIC TIMEKEEPER.

SHARE DEALS IN BED.

8 A.M. CALLS FROM LONDON
TO U.S.

BROKERS' BATTERIES OF
TELEPHONES.

New York, Oct. 18th.

Shortly after the opening of the
London Stock Exchange to-day
bedside telephones in the homes of
about twelve New York stock
brokers sounded a strident alarm.

Instantly aroused, each of these
men seized one of the three or four
telephones attached to his bed and
listened to a recital of prices from
London.

Quotations thus obtained—the
hands of the clock showing that it
was 8 a.m.—they quickly communi-
cated to customers in other parts
of the metropolis or in their coun-
try homes, receiving in return
orders to buy or sell in the Lon-
don market.

Shifting on their pillows the
brokers then turned again to the
instrument connecting them with
the Central Cable offices, and a few
moments later their business bro-
thers in Cornhill were carrying
out their instructions, confirma-
tion of which the New York
brokers received in bed.

Saving Trouble.

I was present this morning,
writes a pressman, at one of these
sessions of bedside buying and sell-
ing in the home of a friend, who
explained to me that, like several
of his business rivals, he had had
telephones installed in his sleep-
ing quarters to save himself the
trouble of rising at 8 a.m. and
rushing down to his office to re-
ceive quotations from London.

One of his customers whom he
aroused from sleep this morning
was in Montreal. In a few
seconds, however, the broker and
the Canadian capitalist were busi-
ly conversing.

My friend, after impressing on
me the confidential nature of his
actual transactions, talked at some
length on the growing volume of
Stock Exchange business between
New York, London, and other
European capitals. Most of the
London purchase of United States
stocks during the unending boom
on this side have been effected in
New York itself by rich English-
men who usually hold their shares
and refrain from daily trading in
and out of the market.

Only comparatively few broker-
age houses in London and Paris at-
tempted to engage in their own ex-
change transactions with New York, buy-
ing and selling large blocks of
stock on one and the same day.

Bank's Facilities.

Owing, however, to the vast
dimensions of speculative activity
here, the day is long past when
liquidation of United States stocks
in London could sensibly weaken
prices in New York. On the other
hand, the eagerness of United
States speculators to extend their
operations abroad has been greatly
facilitated by the enterprise of
a leading New York bank, which
has invented an ingenious device
for counteracting discouraging
effects of what are described as the
"old-fashioned" methods of busi-
ness still practised in London.

The machinery of the New York
Stock Exchange is beautifully ad-
justed and oiled for quick and safe
transactions, but Americans who
desired a field for their passion for
buying and selling stocks in Eng-
land were until recently "dis-
couraged and disgusted" by the
red tape employed so liberally in
London. Their complaint was that
they could not obtain the transfer
of stock purchased in London
under two months, and that to
secure transfer they had to furnish
London with "almost the colour of
our hair."

"Depository Certificates."

A few months ago, however, a
New York bank cut all this red
tape by issuing in New York "de-
pository certificates" of stocks
bought in London. The bank's
London office obtains information
of stocks purchased, communicates
it by cable with New York, and
next day the United States invest-
or receives his guarantee of stock
purchased in the form of a certi-
ficate. He has immediately a valu-
able trading asset, which has
mightily encouraged speculation in
English stocks.

During the past months more
than 1,000,000 shares have been
bought. The present daily trading
exceeds 100,000 shares.

There are about 20 stocks which
are at present attracting Ameri-
cans' attention, chiefly industrials
and a few automobiles, but prac-
tically no rails. But Americans
are not having everything their
own way. Some English specu-
lators in the New York market are
drawing out tidy fortunes. If
Americans have won handsomely
through buying early in Grapho-
phones, Englishmen have respon-
ded by seizing Victor Talking.

At the rate bedside buying is in-
creasing it will soon have given
way to properly organized staffs
rising early enough to do their
work in Wall-street. Already
brokers' wives are forming a chorus
of complaint against this modern
invasion of their dream hours.

"A CERTAIN YOUNG MAN."

RAMON NOVARRO WITH A
MONOCLE.

AMUSING PICTURE AT THE
QUEEN'S.

[BY OUR FILM CRITIC.]

If "A Certain Young Man" had
been written as a novel in Victorian
days it would, probably have had
as a subtitle some such words as,
"Being the story of a young noble
man of London, with an account of
his amorous adventures in that City
and how he was reformed by a
young person from the Americas."
And in the novel as in the film the
young man would have been far
more interesting in his unregenerate
days.

Possibly national prejudice is
responsible for an imagined sequel
to the screen finale, which pictures
the reformed Englishman joining
the Rotarians, and being taken to
"uplift" meetings by his 100 per
cent. American father-in-law, who
showed considerably less sympathy
with our hero's peccadilloes than
did the heroine. But the fact re-
mains that to English tastes
Novarro with a neat little mous-
tache, a monocle, and a roving eye
is more attractive than the senti-
mental, mooney youth whom he
usually plays and into whom the
heroine succeeds in reforming him.

The part of the philanderer is a
new one for Novarro and he plays
it very well. Renee Adoree, as the
milliner, seems to have the power
to make him act with unusual
vivacity and humanity; and some of
the scenes with Carmel Meyers are
also very good.

"A Certain Young Man" is a
very good film in many respects.
There are three women in it—the
heroine—and they all act well. The
hero's two valsets both give amusing
performances as well. Londoners
will enjoy the glimpses of London
streets and the settings when the
story moves to Biarritz are excel-
lent. It is a lively amusing story
which will pass away an hour or
so very pleasantly.

CINEMA NEWS.

"ROUGH HOUSE ROSIE" AT
THE WORLD.

"Rough House Rosie," Clara
Bow's new picture at the World,
finds her the lovable belle of Tenth
Avenue, living by her wits. An un-
expected situation provides a series
of dramatic incidents and "Rough
House Rosie" moves from an
amusement park to a cabaret, and
via a police court to a country club.
The picture closes with a thrilling
ringfight.

"Baby Mine."

"Baby Mine," a popular stage
play produced in America, is the
new co-starring picture of Karl
Dane and George K. Arthur, and
will be shown at the Queen's on
Sunday and Monday.

The story concerns two collegians
at an institute of physical surgery.
Charlotte Greenwood, a compara-
tive comer to the screen, plays the
role of an old maid enamoured of
Dane, and her antics are as mirth-
provoking as those of Dane and
Arthur.

"The King Of Kings."

There has been much adverse
criticism of the "The King of
Kings." With such a theme there
is bound to be, but upon one point,
the critics generally have agreed—
that the life story of Jesus of
Nazareth has been brought to the
screen with befitting reverence.
The producer, Cecil De Mille, has
treated the theme with respect and
deserves praise for his handling of
a difficult task. The most one
can ask of cinema patrons is to go
and see the picture before judging
it. It will be screened at the
Queen's for a short season com-
mencing on Tuesday November
27th. Owing to its great length,
there will only be three perform-
ances daily commencing promptly at
2.30, 6.00 and 9.15 p.m.

**QUEEN'S
THEATRE.**
SPECIAL PRESENTATION OF
THE EPIC MOTION PICTURE
THE
**KING
OF
KINGS**

THE STORY OF THE LIFE
OF CHRIST.
Commencing
TUESDAY, Nov. 27th.
THREE PERFORMANCES DAILY
2.30, 6.00 and 9.15.

RAMON NOVARRO

With Handsome here of "Ben
Hur" and "The Student
Prince" in an entirely differ-
ent role—as a gay young
heartbreaker of modern
days who finally meets his
match!

with

RENEE ADOREE

MARCELINE DAY

CARMEL MYERS



A Certain Young Man

AT THE

QUEEN'S

TO-DAY & TO-MORROW

At 2.30, 5.10, 7.15 & 9.20.

ANOTHER HIT BY THE STAR OF "IT"
Pop, Punch and fast moving action all the way through this bright
and breezy story of romance and the prize ring!

CLARA BOW ROUGH HOUSE ROSIE

REED HOWES AND
ARTHUR HOUSEMAN

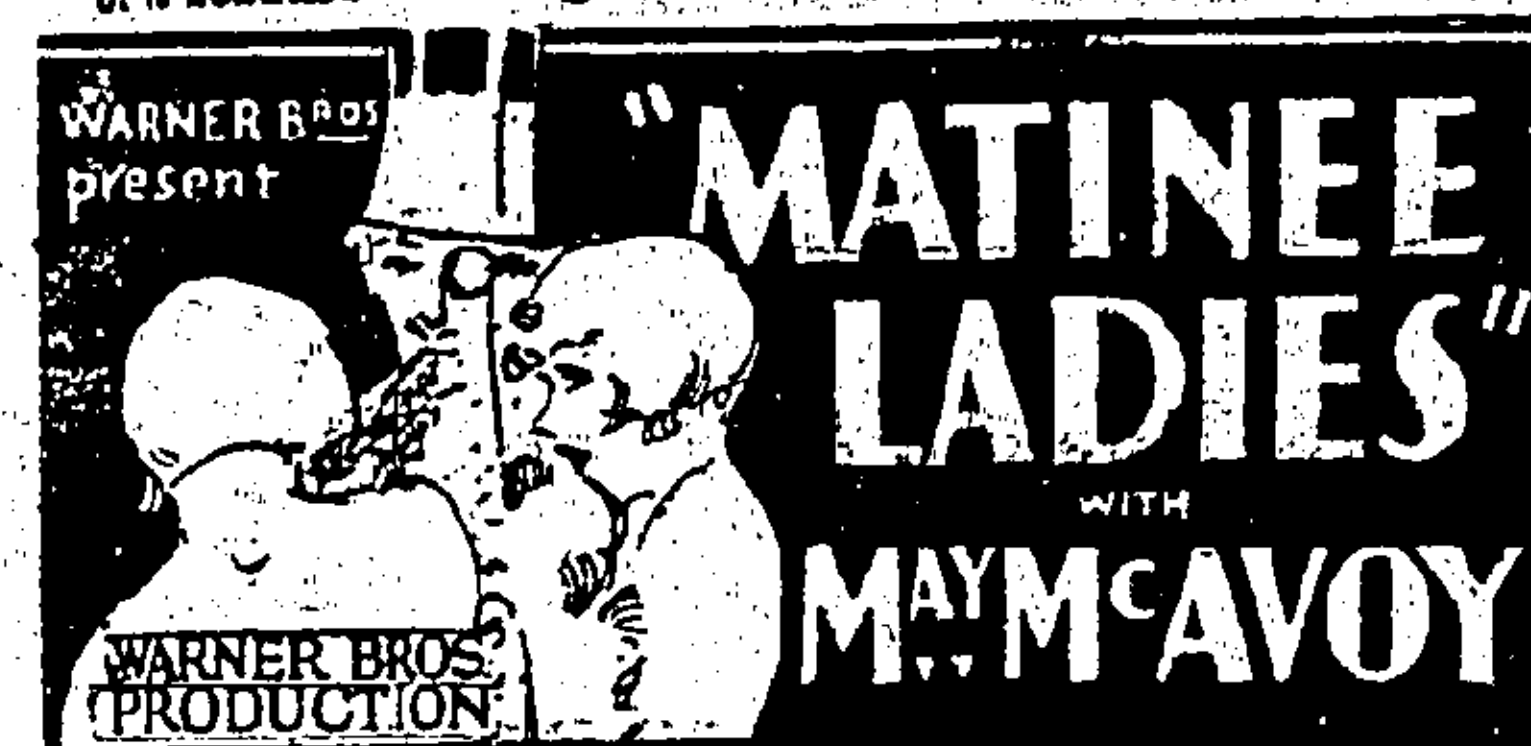
AT THE

WORLD

TO-DAY and Orchestra 5.15 & 9.20.

TO-MORROW Interpreter 2.30 & 7.15.

PIQUANT and amusing situations in an entertaining story of the romance
of a beautiful Cabaret girl and a "Gigolo"!



AT THE

STAR

TO-DAY & TO-MORROW

Continuous 2.30 to 11.15.

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3 suits for \$21.00

Heavier weight in plain colours with contrast collars and cuffs. \$11.50 per suit
3 suits for \$33.00

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MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

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will give a Series of Theatrical Performances at the

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QUEEN'S ROAD WEST.

Commencing at 8.00 p.m.

MATINEES ON SUNDAY, 18th and 25th November, at 1 p.m.

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A lightweight fancy all wool pullover for boys all sizes.

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HONG KONG.

MR. LLOYD GEORGE ON LABOUR.

"ISSUING DEBENTURES ON THE MILLENNIUM."

THE 65 ARTICLES.

"Socialism means to redeem the nation by issuing debentures on the millennium," declared Mr. Lloyd George at the annual conference of the Welsh National Liberal Federation at Llandudno.

There was, he said, a prominent Labour leader chairman of the Labour conference at Birmingham who referred to the Liberal party in very insulting terms. He talked about the decadent remains of Liberalism.

"I know Mr. George Lansbury," said the right hon. gentleman. "He is that kind of speaker who always gets so intoxicated with the fumes of his own oratory that after the first ten minutes he is not responsible for the rest of it. (Loud laughter.) So you must not take him too seriously."

"As a matter of fact Liberalism is and will continue to be a great living force in the life of this nation. There are millions of men and women who are devoted adherents to the Liberal faith. Mr. Philip Snowden, one of the ablest and perhaps one the fairest of the Labour leaders, wrote an article the other day in which, though he did not take too rosy a view, he prophesied that there would be five millions of men and women who would vote for the Liberal candidates at the next election."

Shallow Jibes.

"The Liberal Party—and I don't accept the five millions. I am taking that merely as an admission—the Liberal Party is too powerful and well entrenched in the hearts and consciences of millions of men and women in this land to be wiped out by the gibes of a shallow ranter."

The great thinkers of Liberalism had been applying their minds to seeking the practical solution for the nation's troubles. The tree that brought forth fruit in its season was not a decadent tree to be cut down.

"I notice, moreover, that a great deal of that fruit is now on the Socialist tables, painted red—(laughter)—and that does not improve its flavour or its quality. (Laughter.) What is the contribution of the Socialists to the needs of the day? I see that they have a programme of sixty-five articles. I have read of ten, fourteen, and even of thirty articles; but, my word, sixty-five! (Laughter.) Phantasies!"

Quarrelling Directors.

"There are sixty-five issues, none of them accredited. They are to be issued at an expensive rate of interest. It is bad finance. I am not at all surprised to find that at Birmingham the directors were quarrelling fiercely among themselves as to the order and date of allotment. (Laughter.) But I think they are all glad that they decided by a majority that the first issue shall come about when they are all dead. (Renewed laughter.)"

Dealing with the Yarmouth conference, Mr. Lloyd George said the Tories were going to tax every thing. "Our salvation is to be by this. We are not selling enough goods, so if we want to sell more British goods we must make them cost more."

"The decision the Tories came to at Yarmouth was one of the most momentous in the history of this country. I don't want you to make any mistake about it. I don't care what the Prime Minister said in his speech. What matters is that the men behind him, the men he leads, and without whom he cannot win an election, with practical unanimity have decided that the fiscal system of this country has got to be changed, and that henceforward this country has got to be Protectionist."

Mr. Churchill's Convictions.

"It will be said that the conference only decided in favour of more safeguarding. Yes, but it had included iron and steel, and iron and steel extends to the whole fabric. If you attack the whole fabric, as we know it, and have known it for over sixty years, it falls in ruins at your feet."

It was said that they could depend upon the Chancellor of the Exchequer, who was a solid firm Free Trader. "If," said Mr. Lloyd George, "you are going to place the whole fiscal system of free trade and commerce upon the solidity of Mr. Churchill's convictions, I tell you, you may as well found the Bank of England upon a rocking stone. (Hear, hear, and laughter.) If we have a Conservative majority in the next Parliament, the great fiscal system which has enabled this country, in spite of its difficulties, to attain marvellous and splendid achievements will tumble to the ground."

"In its place you will have a jerry-built structure put together in sections—a brick here and a brick there, some of it cement, some of it a corrugated-iron structure—a repulsive, ramshackle concern instead of this noble edifice built by the wisdom of our ancestors who built to the glory of this Empire."

Mr. Lloyd George, in conclusion, said that Protection meant higher prices, Free Trade meant lower prices. Liberalism was a bulwark against Protection on the one hand and Socialism on the other.

WOMEN ROUSED.

THE ATTACK ON POLICE WOMEN.

VISION OF "TREMBLING MEN."

"UNCHIVALROUS."

Demands for an increase in the number of policewomen and women magistrates, and bitter resentment of Sir William Horwood's criticism of policewomen in his statement to the Police Commission, were features of the opening meeting of the annual conference of the National Council of Women at York.

Lady Frances Balfour said:—"None of us can move anywhere without finding that men are trembling before coming events. At every lunch or dinner table, at every meeting, you can see by their faces and their attitude that they are dreading coming events. As we are strong we must be merciful."

"We are not female Mussolinis; we are not a Soviet Government; we do not wish to compel the whole community to agree with us. Let us remember who gave the vote to women. It was a parliament of men."

"In this matter we are so obviously right that we can afford to wait without using menacing language."

The conference accepted a resolution urging an increase in the number of policewomen in the Metropolitan areas; the appointment of women superintendents to assist the commissioners, and urging that the need for the appointment of women police should again be brought before local authorities and their services utilised.

A resolution was also adopted asking for the appointment on non-party lines of an adequate number of suitable women as magistrates.

Commandant Mary Allen, Chief of the Metropolitan Women Police, speaking at Bournemouth, said, referring to Sir William Horwood's statement before the Police Commission that women police were of no use: "It is one of the most unmannerly and unchivalrous things to have done towards any body of women who have tried to do their best."

Could they imagine what it meant to her to hear such an authority as Sir William Horwood make such a statement as he made? "I think," she added, "it was pitiable for Sir William to have said it. It will go down in history as one of the most ignorant remarks any one in authority has ever made."

PLYMOUTH A CITY.

OLDEST BOROUGH IN ENGLAND.

TOWN WHERE DRAKE WAS MAYOR.

PLYMOUTH, Oct. 18th.

The mayor, Mr. W. H. J. Priest, to-day received a letter from the Home Secretary stating that the King, on his recommendation, had been pleased to confer the dignity and title of a city upon the county borough, and letters patent will be passed under the Great Seal.

The town clerk, Mr. R. J. Sittall, said that the announcement had given the greatest satisfaction to the mayor and he was sure that it would be received with the liveliest satisfaction in the borough.

Plymouth, he said, was the first borough incorporated by Act of Parliament in 1439. At that time Plymouth was known as the King's Town of Plymouth, and was so designated on the Corporate Seal, which was used at that period and is in use to-day.

Mr. Sittall also stated that although the conferring of the title of city upon the borough does not carry with it the title of Lord Mayor, it is hoped that at no distant date this may be conferred.

Four Times Extended.

The borough has been four times extended since 1898, and now has an acreage of 6,075. The last extension took place in 1914, when the three towns of Plymouth, Devonport, and Stonehouse were amalgamated in one borough. It now has a population of about 220,000.

It is rich in historical association. In 1581 Sir Francis Drake was mayor. In 1620 the Pilgrim Fathers sailed from Barbican in the Mayflower and founded the towns of New Plymouth and Boston, in the United States.

In 1691 the construction of the dockyard commenced, and the last extension of it was opened in 1907 by the King. The Prince of Wales became Lord High Steward in 1919, an office in which he succeeded his father and grandfather.

LONDON PUBLIC HOUSE COLLAPSES.

2 WOMEN KILLED AND 7 PERSONS INJURED.

Two women were killed and seven persons were injured, when a London public house—the Lord Nelson, at the corner of Lever Street and Nelson Street, near the City Road, E.C.—collapsed and fell in a heap of ruins.

The following are the names of the victims:—

Dead.

Mrs. Venham, aged twenty-six. Woman unidentified.

Mrs. Venham died in St. Bartholomew's Hospital. The other woman was dead when removed from the ruins of the public house. A youth named Mitchell severed an artery in his arm in breaking a window to escape from the ruins.

There were about a dozen persons in the public house at the time of the disaster.

The house, which is said to have been 100 years old, was in the course of demolition with a view to being rebuilt. The upper floors had been demolished, and only the floor above the bars remained. It collapsed without warning, burying people in the bars in an avalanche of brickwork and plaster.

Rescue Work.

The thunder of the collapse startled the whole neighbourhood and brought thousands of people to the spot. The screams of buried people came from the ruins.

Firemen were soon on the spot, powerful searchlights were brought, and the firemen, at great risk, climbed among the ruins looking for the buried people. The body of a dead woman was found and lifted out, and in about half an hour all the other persons in the ruins were extricated and taken to St. Bartholomew's Hospital.

Mrs. Foxhall, the landlady of the house, the barman, and the barmaid, all escaped unhurt, although they were imprisoned for some time.

Three-year-old Teddy Venham, the son of Mrs. Venham, was in a "pram" outside the public house. The pram was knocked over, and the child buried under a heap of bricks, without being noticed in the panic.

A boy running across the pavement tripped over the feet of the buried child, who was quickly extricated and taken to the Royal Chest Hospital, City Road. He was detained there with scalp wounds and bad bruises. The medical officer in charge informed a Daily Express representative last night that the child would probably recover.

An hour after the collapse the firemen pulled down what remained of the walls, by means of steel hawsers attached to a tender. There was a tremendous crash, and the firemen were hidden in clouds of dust.

ARMISTICE DAY AT MACAO.

MACAO, Nov. 14th.

Armistice Day was observed with due solemnity at Macao on Sunday, 11th. A solemn mass was held at the Cathedral, where His Lordship the Bishop conducted the service and among those present were H.E. the Governor and Mme. Barbosa, besides many of the Macao dignitaries, the church being completely filled.

A two minutes' silence was observed at noon.

ST. PETER'S YOUNG MEN'S CLUB DANCE.

Another enjoyable dance was held at Lane Crawford's Restaurant under the auspices of St. Peter's Young Men's Club yesterday evening. There were a good number of members and their friends present and the dance music supplied by the Restaurant's Band was thoroughly enjoyed. The next dance of the St. Peter's Club will be held on the last Thursday of the month, November 29th.

H.K. UNIVERSITY.

CHINESE SCHOOL FUND DONATIONS.

The Hon. Treasurer begs to acknowledge with thanks the following donations to the Hong Kong University Chinese School Fund from local European firms. Further donations will be gratefully received by the Hon. Treasurer, Mr. T. N. Chau, No. 8, Queen's Road West.

The Hong Kong & Shanghai Banking Corporation \$1,000
The British American Tobacco Co. (China), Ltd. 500
The Hong Kong Telephone Co., Ltd. 500
The Union Insurance Society of Canton, Ltd. 500
Messrs. Wilkinson & Grist 100
The Holland-China Trading Co. 25

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PORT WORKS AT MACAO.

MACAO, Nov. 14th.

In conjunction with the dredging operations to be recommenced at Macao port works it is proposed to raise the levels of the present port reclamations so as to slope gently from the hills in the background to the sea-walls. Work has been proceeding slowly on the sea walls and will be continued section by section. One of the first sections to receive attention will be the land close to the Barrier Gate when the new store houses for Chinese refugees are to be built. The total cost of the works will run into several hundred thousand dollars.

CARVALHO YEO'S TRIAL.

Carvalho Yeo, formerly a clerk in the Hong Kong Treasury, will be brought up for trial at the Criminal Sessions on November 19th when special jury will be empanelled. The charges against him are three counts of forging cheques in favour of Messrs. Katz & Co., the Min Tak Co., and the Man Lee Co. The total amount of which the Treasury is alleged to have been defrauded by the accused is \$257,407.83. There are further charges of defrauding the Government of water rates.

Mr. F. C. Jenkin, instructed by Messrs. Russ & Company, will be for the defence, while Mr. Eldon Potter, K.C., and Mr. H. G. Sheldon will prosecute for the Crown.

CHINESE SHIPS IN HONG KONG HARBOUR.

CLEARANCES REFUSED FOR INFRINGEMENTS OF LOAD LINE REGULATIONS.

CANTON GOVERNMENT'S COMPLAINT.

THE GOVERNMENT'S EXPLANATION.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, November 15th.

There has of late been considerable excitement and anxiety on the part of the Canton Government owing to the Hong Kong Government's recent detention of Chinese ships for non-compliance with its load line regulations. In a protest the local Government complained that the Hong Kong Government was acting with undue discrimination against Chinese shipping. This the Hong Kong Government categorically denied, maintaining that the regulations were applied impartially to vessels of every nationality. The Hong Kong Government pointed out, there are detained, in addition to the Chinese, 5 French, 1 Portuguese and 1 British vessels. The Hong Kong Government further pointed out that the Canton Government was misinformed when it asserted that 30 Chinese vessels are being detained in Hong Kong. The actual number detained is 9. In the protest of the Canton Government to the Hong Kong Government four points were raised regarding the treatment and legality of the latter's detention of the Chinese vessels in question. These the Hong Kong Government replied in a memorandum addressed to the Provincial Administration through the Canton Foreign Office, as follows:—

APPLIED TO ALL NATIONALITIES.

The Hong Kong Government, in the interests of the crews of the ships and the shippers of cargo, has applied to vessels of all nationalities in Hong Kong waters laws relating to freeboard certificates similar to those which have been enacted in the United Kingdom and which have since been adopted by most other civilised countries.

These laws have as their basis the equal treatment of all ships, whatever their nationality, crews and cargoes.

The Commissioner for Foreign Affairs appears to have been misled regarding the number of Chinese ships to which clearance has been refused, for, on the date of his letter, September 20th, there were in this port 13 Chinese ships to which a port clearance had been refused. In addition to these, there were 6 Chinese ships voluntarily laid up by their owners on account of the absence of trade.

Since the enforcement of the regulation 7 Chinese ships have obtained a free-board certificate and are now running again.

The Commissioner for Foreign Affairs may rest assured that ships of each nation are subject to the same regulations and the certificates of every ship are inspected.

The four points enumerated in the Commissioner for Foreign Affairs' letter will now be dealt with serially.

1. Ships of every nation are accorded equal treatment and are subject to the same regulations in this port. Further the free board certificates of all ships are inspected and in addition to the action taken in the case of Chinese ships, action has also been taken in respect of 1 British, 1 Portuguese and 5 French ships, all of which have since obtained the requisite certificate.

2. Although these steamers are stated to have been inspected by Chinese Government officials, they have since been allowed to deteriorate to such an extent that their condition is unsafe for navigation and it has been found necessary to have them re-examined if they are to trade in Hong Kong.

3. The provision of a free board certificate includes the inspection of the ship as to her seaworthiness and this, it will be readily understood, cannot be ascertained unless tests are made. These tests necessitate the dry-docking or slipping of a ship.

4. The corresponding laws in the United Kingdom were applied on October 1st, 1909, and are now 19 years later—so universal that long notice is not required, and the only ships affected are those which frequently call at this port.

The Commissioner for Foreign Affairs however has again been misled: the regulations were announced in the *Hong Kong Government Gazette*, dated July 6th, but no action was taken thereunder until August 20th (six weeks later).

At the present moment (5th inst.) there remain in Hong Kong only 9 Chinese ships without free board certificates. The majority of these are of small tonnage and great age and have little commercial value except for breaking up purposes. The trade has passed from these ships to those more modern ones whose Chinese owners have been shrewd enough to obtain free board certificates and trade has in no way been impeded.

It will be realised that when freights are poor the profits are small and consequently the owners of ships laid up suffer smaller loss at the present time than they would in more prosperous times.

BRITISH CONSUL-GENERAL'S LETTER.

Accompanying the above memorandum was a letter of Mr. Brennan, the acting British Consul-General, addressed to the Commissioner for Foreign Affairs. The letter of the Consul General throws further light on the situation and is as follows:

Sir.—With reference to your letter of the 26th September regarding the detention of Chinese ships in Hong Kong for non-compliance with the load line regulations, I have the honour to inform you that I referred the matter to the Hong Kong Government and have now received a reply.

I enclose a memorandum in English which answers in detail the four points raised in your letter. From this you will see that there has been no discrimination against Chinese shipping. The law is applied equally to all ships whatever their nationality, and similar action was in fact taken in respect of 1 British, 1 Portuguese and 5 French ships.

Moreover you are under a misapprehension in stating that 30 Chinese vessels are being detained in Hong Kong on account of these regulations. The actual number is nine, and these are of great age and have little commercial value. Although you state that these vessels have already been inspected by Chinese Government officials, it is obvious that the inspection has not taken place for a long time, as the ships have deteriorated to such an extent as to be quite unfit for navigation.

The regulations which are being enforced in Hong Kong are as much for the benefit of the Chinese as the British, as in the case of a disaster to any of these ships the majority of those to suffer will always be of Chinese nationality. The report sent to the Kwangtung Shipping Bureau has evidently come from shipowners who wish to make money regardless of danger to human life by operating unseaworthy ships, and the unscrupulous way they are attempting to create international prejudice in order to further their object is much to be condemned.

I shall be obliged if you will communicate the above to the Kwangtung Shipping Bureau so that it may be informed of the truth of the matter.

I have the honour to be, Sir,
Your obedient servant,
(Signed) J. H. BRENNAN,
Acting Consul-General.

JUNK DISASTER IN WEST RIVER.

50 WOMEN AND CHILDREN DROWNED.

VESSEL GROSSLY OVERLOADED.

CAPSIZES NEAR SHAMSHUI.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, November 15th.

Reports have come to hand that the *Wing On*, a large river junk, plying between Canton and Dosing, turned over and sank on the early morning of the 10th inst. at Ma How, near Shamsui, drowning over 50 passengers. The junk, which was on its way to Canton from Dosing, was loaded with cargo and had a large number of passengers. It left Dosing at 4 o'clock in the morning and made its usual call at Ma How, a small port some forty miles or so below Dosing, to land and take on passengers. It slowed up in mid-stream and a big sampan came along side to take passengers and cargoes ashore. The sampan also had cargo and passengers for the junk. Just as the sampan was about to come along side the passengers on board, the junk all crowded to one side and leaned against the rail. The vessel turned turtle without the slightest warning, throwing everyone overboard and trapping the greater portion under the boat. The passengers, especially the women and children, screamed frantically as they were thrown into the water but the great bulk of the passengers were at the time of the mishap down below and were drowned like rats. Not a sound was heard from them.

ONLY 15 SAVED.

Of the 60 or 70 passengers and crew on board, only about 10 or 15 were saved. These were good swimmers and were on deck at the time. The greater part of the crew perished, and of the 50 or so who were drowned about 40 were women and children. When the ill-fated junk was about to heel over an emergency call was given but there was no watercraft around except a small towing steamer which at once came to the rescue. However, the rescuing party met only slight success for the water is deep and the current very swift at that place. The struggling victims were being carried away one by one in rapid succession by the swift current when the rescuing party arrived upon the scene.

OVERLOADED?

The vessel was probably overloaded and certainly had a large cargo of live stock and poultry, nearly all of which was up on deck. The result was that the junk was top heavy and the entire weight of the passengers on one side was enough to capsize it. Of the live stock there were 1,400 hogs on their way to the Canton market and also thousands of ducks and chickens, also for the Canton market. All the hogs and the chickens were drowned, but the ducks were all saved. These were picked up late in the afternoon at some distance from the scene of disaster by some ship and not one was found missing or drowned.

Some 25 bodies were picked up the next day by local benevolent societies from the river in the vicinity of Ma How. These were put on shore near Ma How for identification by their relatives from Canton and Dosing. The rescuing of dead bodies from the water is still going on. The junk has not as yet been salvaged, and no estimate could be obtained as to the loss of cargo.

HARBOUR ACCIDENT.

JUNK SUNK AT NORTH POINT.

POLICE TO THE RESCUE.

A stiff breeze which was felt by ferry travellers late yesterday afternoon made its toll of shipping a junk being so badly damaged off North Point that it foundered, fortunately without loss of life.

Six junks loaded with coal were brought alongside the pier of the Hong Kong Electric Company yesterday and later a heavy swell caused two of them, made fast to others by a rope hawser to break away. Away from the wharf the two junks drifted about, knocking one against the other with the result that one of them was badly holed and went to the bottom.

Several police launches were on the scene shortly after seven o'clock when they received a call and a search of the vicinity was made for some time in case anyone had been thrown into the water. Several members of the staff of the power house also stood by ready to render assistance if necessary, but it was later ascertained that the occupants of the ill-fated junk had all clambered on to the other craft just before their own vessel sank.

The junk was lying some distance from the pier last night with its mast just showing above the water.

JUNK PIRACY.

STORY OF AN OLD INCIDENT.

MAGISTRACY CASE.

A piracy which occurred over a year ago was recalled by the recent arrest in Cheung Chau of a Chinese who was alleged to be one of the six men who took part in an attack on a fishing boat off Fanlau, a village in Lantau. The man, Ho Fu, was brought before Mr. R. E. Lindsell at the Central Magistracy yesterday.

The question as to whether the piracy was committed within British waters was waived for the time being and it was decided to proceed with the case.

At the morning session, evidence was given by Tsoi Kwai, master of the pirated junk and a Cheung Chau fishmonger. Witness said that on March 5th last year his junk was on a voyage to Macao with 127 piculs of salt fish, worth \$2,000, which it was intended to sell there. There were also on board representatives of three fish dealers to whom the greater part of the cargo belonged, and a *foki*. Witness owned 20 piculs of the cargo.

A small boat suddenly opened fire from behind, caught up with the junk. There were six men on this boat, and five of them armed with short firearms, boarded the junk. They proceeded to tie up witness and the four others and transferred them to the pirate craft. Two of the pirates took charge of the junk and sailed away.

The victims were imprisoned in the hold for two days while the pirate junk sailed off in another direction. At the end of that time they were dumped on a lonely island during the night. The next morning they succeeded in attracting the attention of a passing fishing junk and were taken to Macao.

Witness identified the defendant as one of the robbers, and said that he was one of the two men who sailed off on his junk with the cargo. A salesman of the Kwong Hang fish dealers at Cheung Chau, who was among the party imprisoned in the hold of the pirate boat, gave evidence bearing out certain parts of the story of the first witness. Witness said that he was certain that the defendant was one of the six men who attacked the junk, but he contradicted the other man's evidence by maintaining that the defendant was one of the guards on the pirate craft all the time they were held as prisoners. Witness also said that the fishing junk which carried them to Macao landed them there at about 6 p.m. on March 8th last year, while the first witness was positive it was 6 a.m. the next day.

Evidence was also given by both witnesses that shortly after landing in Macao they found the first defendant under arrest at the Scouts' Headquarters there. Witness denied that they knew the defendant before or were conspiring to bring a false accusation against him. Further hearing was adjourned as there are a number of other witnesses still to be called.

TROOP MOVEMENTS.

"SOMERSETSHIRE" PASSING THROUGH.

FURTHER MOVES NOTIFIED.

The 2nd Battalion Welch Regiment, who were last year quartered in the Peninsula Hotel before they were moved to Shanghai, were visitors to the Colony yesterday on their way to Singapore by the transport *Somersetshire* which entered harbour in the morning. As they are to be permanently placed on the garrison in Singapore, their families have been ordered out on the troopship *Neuralia* which sailed from Southampton last Tuesday.

During the morning the battalion marched through the city by way of exercise. Many of the men were also present at Happy Valley, in the afternoon when their rugby team tried conclusions with the local Club.

The *Somersetshire* resumes her voyage to-day, having also on board details from Shanghai and picking up others in Hong Kong, Singapore and India for the United Kingdom.

The transport *Neuralia* which is due here a week before Christmas with drafts for Hong Kong and other stations has also on board the 2nd Battalion South Staffordshire Regiment (without families) bound for Shanghai.

More Troops For Shanghai.

The *a.s. Taming* which recently brought to Hong Kong half the strength of the 1st Battalion The Bedfordshire and Herefordshire Regiment now in the Shamshui hutted camp is leaving Shanghai to-day with the remainder of the unit. On arrival they will camp with the rest of their men at Shamshui. As has already been stated, the moving of the Battalion to Hong Kong is a temporary one until next February when they will be transported to Bombay which will be their next station.

SHAUKIWAN HILL LORRY FATALITY.

JURY'S VERDICT AT INQUEST.

DRIVER GUILTY OF NEGLIGENCE.

A death enquiry which opened before Major C. Willson, sitting as Coroner, and a jury on November 8th was concluded yesterday afternoon.

The inquest concerned the death of an unknown Chinese passenger who boarded a lorry while it was returning from Shek O after delivering a cargo of lime and cement for the Tak Lee contractors. The passenger was thrown out of the lorry and killed when the vehicle crashed into the bank at Shaukiwan Hill on October 28th.

It was borne out by the evidence of a coolie woman sent with the building material by the Tak Lee firm, and who was returning on the lorry at the time of the accident, that another man was seated beside the driver. It was suggested that the lorry got out of control while the licensed driver was transferring the steering wheel to the other man, a learner. After the accident the driver and his friend both absconded and have not been traced.

After a lengthy consultation, the jury returned a verdict of accidental death, adding the opinion that the driver had been guilty of negligence.

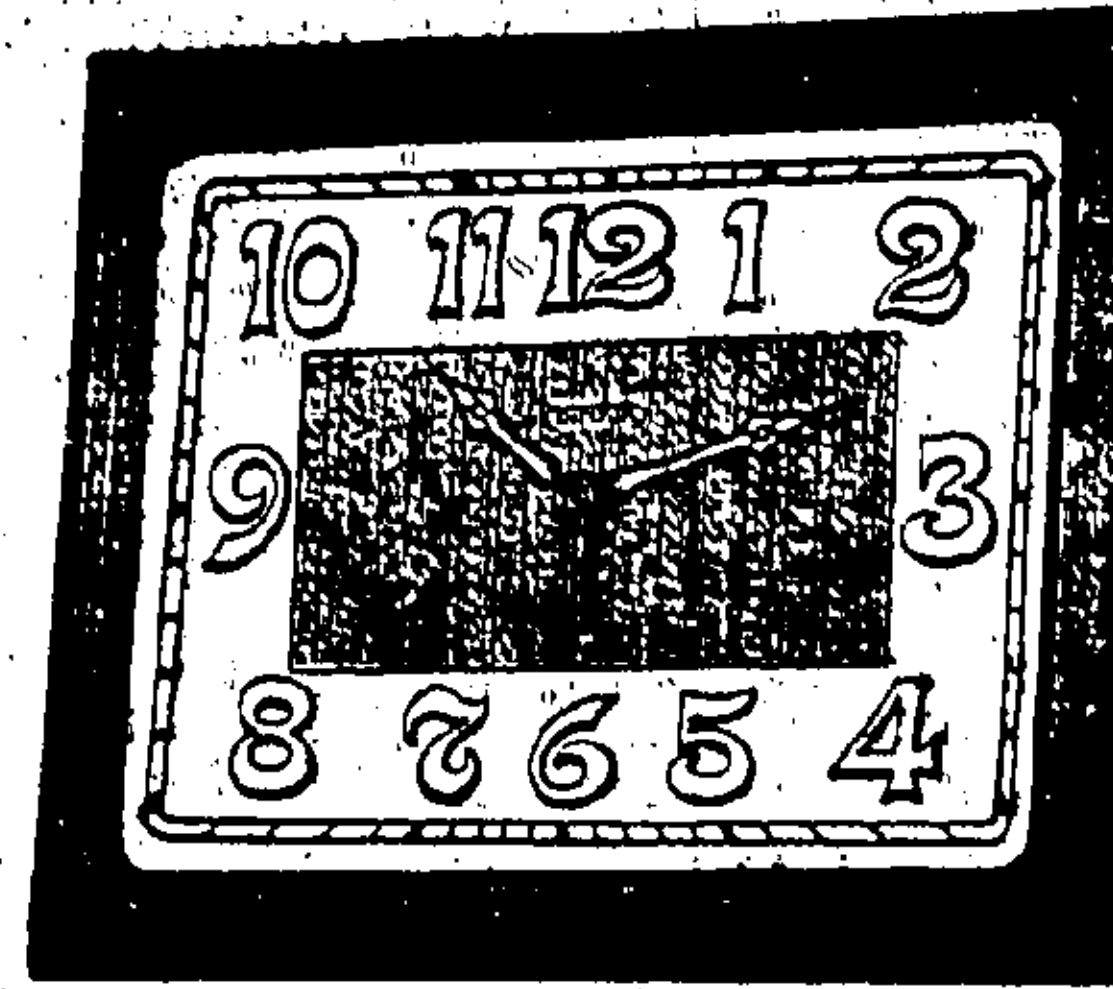
RESISTANCE TO ANTI-JAPANESE BOYCOTT.

FIRM STAND BY MERCHANTS.

Yesterday we published a report from Anhwei to the effect that piece goods and dye dealers are on strike against the enforcement of the anti-Japanese boycott. In Shun Tak district, according to a report received in the Colony yesterday, the merchants are resisting the measures adopted by the rowdy elements who called themselves pickets. Foreign goods importers and dealers in sugar and flour have ceased business and the local dealers have petitioned the Government to call the strike pickets off and threatened to shut down all business as long as there is interference from the boycott pickets.

EIGHT DAY

JEWELLED LEVER MOVEMENT TABLE CLOCKS



AS ILLUSTRATED... \$30.00
OTHER MODELS FROM \$18.50

10 % Discount for Cash.

LANE. CRAWFORD, LTD.

WATCH & CLOCK MAKERS.

Columbia
New Process RECORDS
A New Standard of Realism

NEW QUEEN'S HALL ORCHESTRA

"PETIT SUITE DE CONCERT"
(Coleridge-Taylor)
FOUR PARTS—TWO RECORDS.

ANDERSON MUSIC CO., LTD.

BOOKS THAT ARE BEING WIDELY READ—

- "THE FORMATION OF THE CHINESE PEOPLE—AN ANTHROPOLOGICAL INQUIRY." By CHI LI, Ph.D. ... \$18.50
This scientific analysis is welcome. The anthropologist will henceforward have no excuse for shelving awkward problems of the aboriginal tribes of China and their proper place in the ethnological development of the Middle Kingdom.
- "CHINESE JAPANESE MYTHOLOGY." By J. C. FERGUSON & M. ANESAKI ... \$25.00
The mythology of Japan is so largely borrowed from that of China, and both countries are, in turn, so much indebted to India and Buddhism, that the arrangement of a work such as this is no easy matter. Both sections of the volume are full of interesting and reasonably accurate information.
- "GREAT SHORT STORIES OF DETECTION, MYSTERY AND HORROR." ... \$6.50
Stories of Sensation, Amateur Detectives, Haunting, Possession, Revenge, Witchcraft, Vampires, Crime, Police Detectives, Intuitive Detectives, Journalistic Detectives, Comic Detectives, Scientific Detectives, Doom and Destiny, Disease and Madness, Blood and Cruelty.
- "THE SOUL OF CHINA." By RICHARD WILHELM ... \$11.00
This book is the fruits of 25 years' continuous residence in China under exceptional circumstances. The author has known the majority of the prominent men of China both military and political, and he has travelled all over the country and been in contact with every section of the population. Here are agreeably mingled descriptions of landscape, social customs and religious practices with a scrutiny of the philosophies of both the old and the new China.
- "SELF MASTERY THROUGH CONSCIOUS AUTOSUGGESTION." By EMILE COUE ... \$0.75
Practical suggestions for personal application and self-cure, simply and clearly explained.
- "AUCTION BRIDGE—LESSONS FOR THE UN-SKILLED." ... \$2.65
An attempt to set out in simple terms the principles which should underlie the calling and the play of the cards.
- "WINTER WORDS IN VARIOUS MOODS AND METRES." By THOMAS HARDY ... \$5.65
- "RUGBY FOOTBALL AND HOW TO PLAY IT." By W. J. DAVIS ... \$2.65
A book of intense interest for all rugby players written by the Captain of England XV, 1920-1922.
- "TRAGEDY OF EDWARD VII." By W. H. EDWARDS ... \$13.50
A psychological study.
- "EVERYBODY'S ANECDOTES." Compiled by D. B. KNOX ... \$3.75
A collection for use by Speakers, Writers, Broadcasters and Conversers, by a Connoisseur.

KELLY & WALSH, LTD.
Publishers. Chater Road.

NEW ADVERTISEMENTS.

MACAO RACES.
MACAO RACES.
MACAO RACES.

ELEVENTH EXTRA RACE MEETING.

SUNDAY, 18th NOVEMBER, 1928.
(Weather Permitting).

FIRST RACE AT 1.30 P.M.

ADMISSION TO PUBLIC ENCLOSURE:
40 CENTS.ADMISSION TO MEMBERS' ENCLOSURE:
\$1.00.SPECIAL RACE STEAMERS
WITH SPECIAL FARES:—

"SUI AN" Leaves Hong Kong 8 A.M.
"TAISHAN" " " 9 A.M.
"SUI AN" " " MACAO 4 P.M.
"TAISHAN" " " 5.30 P.M.
[5996]

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the EIGHTH EXTRA RACE MEETING to be held on SATURDAY, 1st DECEMBER, 1928 (Weather Permitting), may be obtained at the Race Course, Hong Kong (Urban) and Causeway Bay Stables. Entries will close at 12 O'clock Noon on WEDNESDAY, 14th NOVEMBER, 1928. [5990]

HONG KONG FOOTBALL CLUB.

THE NEW CLUBHOUSE at HAPPY VALLEY will be OPENED on SATURDAY, 17th NOVEMBER, 1928, at 4.00 P.M. His Excellency the Governor, Administrator of the Government, has kindly consented to perform the Opening Ceremony. All interested are cordially invited. W. PRYDE, Hon. Secretary. [5988]

HONG KONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL will be held in the CITY HALL on FRIDAY, 30th NOVEMBER, 1928, at 8.30 O'clock. There will be a PRACTICE DANCE on FRIDAY, 23rd NOVEMBER, 1928, at 5.30 P.M. Members intending to be present are requested to send in their Applications as soon as possible to E. M. BRYDEN, Hon. Secretary, c/o LOWE, BINGHAM & MATTHEWS. [5983]

HONG KONG TRAMWAYS, LIMITED.

NOTICE

CERTIFICATE No. 5846, Shares No. 55703 to 55760 for 100 Shares of this Company in the Name of Mrs. NG YUK CHUN (deceased) has been Declared LOST and NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 Days from the Date hereof, a Duplicate Certificate for the said Shares will be delivered to the Administrator of the Estate and the Original Certificate will thereafter be deemed CANCELLED and of No Effect. L. O. F. BELLAMY, General Manager. Hong Kong, 1st Nov., 1928. [5983]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF PANG SHU MING, Late of Kowloon Town, IN THE NEW TERRACES IN THE COLONY OF HONG KONG, COMPANOR, DECEASED.

NOTICE IS HEREBY GIVEN

that the Court has, by virtue of Section 58 of the Probate Ordinance, 1897, made an Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to the 8th DAY OF DECEMBER, 1928. All Creditors and Others are accordingly hereby required to send in their Claims to the Undersigned on or before that Date.

Dated the 7th day of November, 1928.
TSO & HODGSON,
Solicitors for the Administrator,
Pedding Building, Hong Kong. [5984]

MACAO CHARITY AND COMMERCIAL FAIR.

THE Executive Committee Cordially requests the pleasure of the presence of the General Public at the above Fair.

COO. DUARTE VEIGA,
Chairman.
[5991]

INTIMATIONS.

NESTLE & ANGLO-SWISS CONDENSED MILK CO.

HAVING returned to the Colony I have THIS DAY resumed Charge of the Company's affairs.
H. C. SHROBSOLE,
Manager for Hong Kong and South China.
15th November, 1928. [5989]

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the O.C., R.A.S.C., Headquarters, South China Command, Hong Kong, until 12 O'clock Noon, on the Dates stated for the Undermentioned Services, for the Undermentioned Periods:
THREE MONTHS COMMENCING 1st JANUARY, 1929.

4th DECEMBER, 1928.—General Supplies "A" (Sugar, Salt, Potatoes, Onions and Mustard).
4th DECEMBER, 1928.—Fuel (House, Steam and Smiths Coal).
Tender Forms and any Information necessary may be obtained at the above Office between the Hours of 10 A.M. and 1 P.M., Daily, except Sundays. [5979]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 19th DAY OF NOVEMBER, 1928, at 3 P.M., at the Office of His Excellency the Governor, of One Lot of CROWN LAND at Mong Kok, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.									
No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.			
1	214.	At Junction Kowloon Inland Lot No. 218, Nathan Road.	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ 3.	\$ 3.	As per sale plan.	About 3,353.	7,381.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 19th DAY OF NOVEMBER, 1928, at 3 P.M., at the Office of His Excellency the Governor, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.									
No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.			
1	197.	Between New Kowloon Inland Lot No. 197 and "W" Road.	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ 3.	\$ 3.	As per sale plan.	4,320.	8,180.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 19th DAY OF NOVEMBER, 1928, at 3 P.M., at the Office of His Excellency the Governor, of One Lot of CROWN LAND at Mong Kok, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.									
No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.			
3	215.	At Junction of Lane Street with Sai Yung Choi Street and Tung Choi Street.	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ 3.	\$ 3.	As per sale plan.	9,240.	13,360.

INTIMATIONS.

"THE PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.
Five-Roomed and Six-Roomed APARTMENTS
with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.
Apply to—
CREDIT FONCIER D'EXTREME-ORIENT,
4th Floor,
FRENCH BANK BUILDING.

FOR SALE OR TO LET ON LONG LEASE.

NEW HOUSE on PEAK, Six Rooms and Large Hot Room. Modern Fittings, Floor, Easy Access Tram. Write to Box 5985, c/o Hong Kong Daily Press. [5985]

TO LET.

HOUSE in "TORRES BUILDING," Kowloon.
Apply to—
SPANISH DOMINICAN PROCUSSION.

TO LET.

FLATS in HUMPHREYS & CARMARON BUILDINGS.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
[5993]

TO LET.—Four Rooms BUNGALOW together with Garage on Motor Road near MAGALINE GAR. Fully Furnished, Modern Conveniences. Available Immediately.—Apply: P.O. Box 22. [5988]

WHY Continue to suffer when your POO ON HERBS are within your reach—Croup, Asthma, Bronchitis, Cough, Constipation, Diarrhoea, Dropsy, Rheumatism, and many other Diseases. No Drugs. Purely Chinese Herbs.

POO ON HERBS CO.,
66, QUEEN'S ROAD CENTRAL, 1st FLOOR.
TEL. C. 5009.

FOR SALE.—MORRIS COWLEY 5 SEATER CAR, 1927 Model, Owner Driven, Can be Seen by Appointment. Write to Box No. 379, c/o Hong Kong Daily Press. [5979]

TO LET.—No. 7, STEWART TERRACE, 270, PEAK, FROM MARCH 1st TO OCTOBER 31st, 1929. Five Rooms, Fully Furnished, Modern Sanitation, Servants' Quarters, Garden, also Malahat at Repulse Bay. Apply:—F. A. MACKINTOSH. [5980]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, NOVEMBER 16th, 1928.

FAMINE AND POPULATION IN CHINA.

Reports are still coming in from various provinces in China, announcing the failure of the rice crop and the consequent imminent danger of starvation of thousands of inhabitants. Famine, disease and wars, whether civil or foreign, are, according to Malthus, nature's way of dealing with populations which exceed the number for whom the available food supply is adequate. It is a harsh remedy for excess number, but the laws of nature are no respecter of persons. They cannot be suspended in the interests of anyone; they are inexorable. If, however, famine and disease, war and banditry are the inevitable concomitants of a policy of excess breeding, would it not be possible, instead of introducing palliatives in the way of famine relief, or in a further depression of the level of subsistence, to tackle the problem at the other end and to secure a reduction in numbers by the process of birth control?

China not only aims at eliminating famine, disease and war. She also aims at raising the plane of living for her inhabitants. Improved methods of production no

INTIMATIONS.

EUMINTOL

A LIQUID
DENTIFRICE
OF EXQUISITE
FLAVOUR MADE
FROM THE
FORMULA OF A
WELL KNOWN
DENTAL
SPECIALIST.

THE REGULAR
DAILY USE OF
EUMINTOL
WILL DO MUCH
TO CHECK
BACTERIAL
GROWTH AND
ACTIVITY IN
THE MOUTH,
PREVENT
PYORRHEA AND
KEEP THE
TEETH SOUND
AND BEAUTIFUL.

A. S. WATSON & Co.,
LIMITED.
HONG KONG AND
KOWLOON
DISPENSARIES.

doubt will add enormously to China's wealth, but if the effect of such increased wealth is merely to increase the number of consumers the last position will be no better than the first. The plane of life will remain as before. The time may come when the League of Nations will lay down the quota to be added to the population of each country each year, and any nation which exceeds its allotted number will be warned, and if still recalcitrant, will then be made to suffer certain economic pains and penalties.

Few countries now are willing to admit the peoples of other countries. They all discriminate against certain classes—the criminal, those likely by poverty or disease to become a charge on the community, the illiterate and persons holding certain political views. Even for England with her vast colonial Empire, emigration is but a minor remedy for the present unemployed workers. It is becoming more clearly recognised that each nation must deal with its own employment problem, feed its own people and not expect that lack of foresight, in creating population beyond the requisite quantity, will go unpunished.

The demand for expansion cannot be met without provoking war, and it is to remove this danger that each nation must now increase its numbers according to, and not beyond, its means. The problem in China is complicated by the religious question which demands that issue must be created to worship at the ancestral tombs. The greatest sin is to leave no son for this purpose, and so the matter is put

beyond all doubt by creating the maximum number of children. But although such a practice may satisfy religious beliefs, it also brings into operation drastic economic laws and unquestionably leads to great material misery.

China will either have to abandon her religious principles as far as they involve the creation of the maximum number of human lives, or else be content to wallow in the trough of poverty, no matter how effective her productive methods become. Whilst the belief in ancestral worship, and all that it connotes, is tenaciously held, railways, roads and generally improved methods of communications, mass production and such system, will not put an end to existing suffering, but, as already pointed out, will merely increase the numbers exposed to it. The only hope lies in the possibility that with the diffusion of education, and contact by the people with a higher plane of living, the needs of ancestors will be satisfied with a smaller guarantee of continued attention, and that the population will be allowed to contract within reasonable limits. In spite of what Dr. SUN YAT SEN has said, it is generally conceded that China cannot properly support its vast numbers, to say nothing of making adequate provision for their rapid multiplication.

A coal coolie received fatal injuries while at work on the a.s. *Lim Chou* in the harbour yesterday forenoon. The hatch cover of No. 2 hold fell on the man's head and he died a few hours afterwards at the Government Civil Hospital.

Among the items in the local gazette which is being screened at the Queen's Theatre from to-day to Saturday are the Armistice Ceremony at the Cenotaph; the opening of St. Peter's Garden Fête; glimpses of the race meeting at Happy Valley and the South China Recreation Club "At Home."

At the Summary Court yesterday morning, before Mr. Justice P. JACKS, Yuen Kam Chuen sued Mok Ting Fong for \$953.99 being money under a promissory note dated April 12th, 1928. Mr. C. E. L. GRIST appeared for the plaintiff and Mr. P. M. Hodgson was for the defendant. For the defence, Mr. Hodgson said that there was a set-off but as the defendant was away in Java, he could not proceed with the case. He asked for judgment to be given in favour of the plaintiff and reserving the rights for the defendant to sue on the set-off. Judgment was accordingly given in favour of the plaintiff with costs.

A native of Tunis swallowed a live fish and died from the effects. While fishing in the harbour he caught two fish at once, and held the first fish between his teeth to have both hands free to unhook the second. The fish struggled and slipped down his throat. His friends made him swallow oil and fetched a doctor, who attempted to extract the fish for nearly two hours, and only ceased when it became obvious that the man was dead.

Every public school has its day, but the permanence of Eton's day seems unchallengeable. It is as popular as ever, if the applicants for admission are any test. Entrance to Harrow was at one time in equal demand, this is perhaps less true to-day. Winchester runs both very close, and all three, of course, have historic and unvarying connections with particular great families. Stowe is easily first among the schools of modern foundation. There is an enormous waiting list, which is being added to every term.

The first Portuguese fishing-net factory has been inaugurated at Lisbon. The factory has been established by the Portuguese concern for Santos Mendonca in conjunction with the Scottish firm of Stewart Jacks. Hitherto Portugal has been spending over £100,000 a year importing foreign-made nets.

Lady Curzon of Kedleston is to pay a long-delayed visit to India next December. She is to be the guest of Lord and Lady Irwin, but for a short while only, as she intends going to a number of places which the late Lord Curzon was always anxious she should see. Her journey will be more or less a replica of one he planned for her some years ago.

An American millionaire recently sailed in the Cunard liner *Berengaria* from England. Every quarter of an hour for the eight hours during which the American market was open he received the quotations by wireless for fifty or sixty different stocks and shares. There were received and decoded for him by a special clerk who travels with him for this sole purpose. Just think—every quarter of an hour!

Recognition of the skill of the properly qualified Chinese doctor is emphasised in the *British Medical Journal*, by Mr. E. F. Wills, who advocates the building in Hankow of a British hospital. This, he holds, would be justified owing to the wonderful opinion the Chinese have of Western surgery. From the purely materialist standpoint, Mr. Wills quotes the good effect caused on international relations by the work of the Rockefeller Institute.

According to Mr. Gordon Selridge, less money is being spent to-day than recently. Presiding at a meeting of shareholders of Selridge's Provincial Stores, Ltd., held in London recently, he said:—"Each individual is spending less money on essentials than he was doing a little while ago. The buying strength of the people of Great Britain is comparatively small. Everybody is comparatively poor. It is the same all over Europe."

It has been decided to have a copy of an existing picture made for the portrait of the late Lord Curzon of Kedleston which is to be presented to Eton. Every portrait in the School Hall has hitherto been an original, and the college authorities hesitated for some time to make an exception. Lord Curzon, however, had been one of the governors for many years, and had always taken the keenest interest in the school, and it was agreed eventually that a precedent should be created in his favour.

Three motorists in England are stated by a London paper to have seen and heard a lady in grey who walked along the road at midnight ringing a bell. This was near a petrol pump by the roadside about five miles from Stratford-on-Avon, and the figure was distinctly seen to pass straight through the hedge. Now, according to a contemporary, another witness has come forward who saw the "apparition" from his bed-room window. He declares that it was a pet lamb, well-known in the neighbourhood, which wore a bell round its neck. It was walking towards the motorists in a friendly way, as might be expected of a pet lamb, when they turned and fled.

Two enterprising young Germans, Hans Courady (22) and Walter Leinweber (23) both hailing from Dortmund, are making a tour of Europe in what they call a "Klepper-boat," a small collapsible canoe, and incidentally they are seeking to prove the power of vegetarianism and the higher thought to carry them through arduous adventures. It was in May that they began their journey, and journeyed through Holland, Belgium, France, and from Dover to Manchester (1/4 London, Oxford, and Birmingham) by river or canal. They propose to sail about the waterways of Ireland and then to go to Spain, Italy, the Balkans, Poland, Russia, Sweden, Norway, and thence back to Germany. They hope to end the journey within three years from the start.

England's most famous painter, Augustus John, is in Boston painting—or attempting to paint—the family of Mr. Alvan Tully Fuller, the Governor of Massachusetts, and the man who signed the Sacchetti death warrant. John and Governor Fuller do not see eye to eye on the question of the latter's appearance, and the scene when the Governor tried to extol the merits of a handsome coloured photograph which he has had taken will probably be added to Augustus' already extensive repertoire of "Difficult Times I Have Had With Sitters." He is getting a fabulous fee for going to America on this commission.

Few book bindings can be more novel than that chosen by the Farncliffe Press for their forthcoming edition of the works of T. L. Beddoes, the Victorian poet. They have selected the material from which umbrellas are made in Japan. It is roughish, attractively patterned, and, of course, waterproof. It is more than likely that this binding will be useful as well as ornamental, for Beddoes is the most melancholy of all writers, and he may, in this edition, be wept over without restraint. The preparation of this, the first complete edition of Beddoes, was the last important work of the late Sir Edmund Gosse. Sir Edmund shared by dying before its appearance, the strange fate which has pursued all those who have attempted to publish the works of this morbid poet of mortality and corruption.

A mysterious bomb explosion occurred at Jernyelliff Bay, close to the Mount Batten seaplane station at Cattewater, near Plymouth, recently. There was a loud detonation, which was heard all over Plymouth, and when officers and men of the Royal Air Force rushed to the spot it was found that a bomb weighing about 50 lbs. had exploded near the edge of the cliff. A great slice of the cliff facing the sea was thrown down, about 100 large panes of glass in the main hanger were blown out, and the windows of a neighbouring building were also broken. Two grass fires were started and spread over a large part of the hill top. The work of clearing up the air station in preparation for extensions has been proceeding for some days, and fires to burn rubbish have been lit in Pennyclyff Bay. It was in one of these fires that the explosion occurred. It is understood that the bomb was used for ornamental purposes, and that it was known to be loaded.

Slow bicycle races are usual, but a slow motor-car race is something of an innovation. One has been held in Paris, the course being up the Rue Bepic and the Rue Norvins to the Place du Centre at the summit of Old Montmartre. The distance was barely half a mile, and the winner, Maitre Annet-Badel, on a Buick, took 35mins. 23secs. to cover the course, making an average speed of just under three-quarters of a mile per hour. M. Eveque on a Citroen was second in 25mins. 30secs., and M. Pierre Cible on a Berliet third in 23mins. 33secs. Two interesting competitors were the two airmen, Mauler and Baud, who are just back from their return flight from the Cape. Piloting a Peugeot car, they were tenth. Motor-cycles, with and without side-cars, and tradesmen's tricycles were also allowed to compete and were classed separately. There were no fewer than 68 starters in all. Competitors were not allowed to go backwards, to put the clutch out, or stop the engine, but they were allowed to zig-zag across the road.

SMALL-POX, OUTBREAK.

ELEVEN CASES ON WEDNESDAY.

The outbreak of small-pox in Kowloon shows no signs of diminishing. Ten cases from Kowloon and one from the Victoria district were reported on Wednesday. On Tuesday, it will be remembered, seven cases were notified, and there was a total of 22 cases and six deaths last week.

BITTER ACCUSATIONS AGAINST CAPTAIN CAREY.

CONTRASTING VIEWS OF SURVIVORS.

BRAVERY OF WOMEN PASSENGERS.

22-HOUR STRUGGLE WITH THE WAVES.

[REUTER'S AMERICAN SERVICE.]

New York, Nov. 15th. A graphic account of the sinking of the *Vestris* was given in hospital by Paul Dana, the South American representative of the Radio Corporation of America, who was picked up with a stewardess, Mrs. Clara Bell, after floating in the water for 22 hours.

Dana said that the storm on the night of November 10th was the worst in his experience. The *Vestris* struck two big waves simultaneously at midnight and quivered from end to end, and it is believed that this started the leak. Sunday was still rougher and most of the passengers were very seasick. The ship developed a bad list, and the furniture in the dining room and smoking room slid to starboard and crushed around. When he woke on Monday morning the water was level with the windows and his cabin floor was under water.

Cargo Jettisoned.

His steward came in groaning with his shoulder wrenched and said the hold was filling with water and the cargo had shifted. He had been baling all night long with a bucket. Dana went on deck and saw the crew throwing the cargo overboard. A knot of men were watching them and looking very scared, some of them wearing lifebelts. The officers were cheery but very reticent. He did not know till the *Vestris* foundered that an S.O.S. had been sent out. The women and children were brought up at 10.30 and told to don lifebelts. The women were wonderful, some crying quietly but there was no hysteria. The crew started to launch the lifeboats on the port side at 11.30, a task which took two hours, owing to the boats catching on the side of the ship.

Boat number eight, to which Dana himself was assigned, was holed as it was lowered. The hole was patched up with a piece of tin but the tin did not hold.

Left On Deck.

The ship heeled over and sank three minutes after they pulled away. Forty men left aboard raced down the side of the ship and dived off as she sank with one boat still on deck. The boats on the starboard side were cut away and rowed round and picked up a lot of swimmers.

Dana's boat began to fill and capsized, one woman being drowned. The others righted the boat and climbed in but the waves pounded the boat to pieces. The children and women then disappeared except for Mrs. Ball. She and Dana swam to a piece of wreckage and clung to it. The water was warm but great waves crashed down on them, almost knocking the life from their bodies and smothering them in foam, but Mrs. Ball was wonderful and showed an iron nerve. They tried to hold the lifeboats but they were not heard or seen owing to the waves. Several times fish brushed against Dana's body and he squirmed, fearing sharks.

Rescue.

No ship was visible at daybreak and the wreckage was beginning to break up so that they had to hold it together. Then they sighted the *Myoming* at 11 a.m. twenty miles away and started to swim to her. They had been swimming for an hour when Dana looked back and saw the *American Shipper* a mile away. He tore off his shirt and waved it wildly and the signal was seen and they were picked up.

Bitter Accusations.

The bitter accusations of certain survivors against Captain Carey and the crew of the *Vestris* are not echoed by the sixty-four survivors who landed from the French tanker *Myring*. On the contrary they are surprised that anybody should consider the sinking as anything other than a tragedy of the sea. They declared "Captain Carey did his duty and did his best."

The Honourable Company of Master Mariners in a statement protests against the cruel stories in the American press and states that no authentic account of the disaster will be available until the official enquiry is held.

Mr. Alcott, a merchant from British Guiana, and a survivor aboard the *American Shipper*, suggested that the rashness of the crew and lack of organisation might be responsible for the delay in launching the lifeboats. One negro quartermaster was credited with saving a score lives by diving into the waves.

The Cause.

The first official explanation of the cause of sinking of the *Vestris* given by the agents of Messrs. Lamport and Holt is that a number of motor-cars in crates were shifted by the heavy seas and crashed through a steel bulkhead. They

fetched up on the starboard side, causing the ship to list.

One of the most distressing bits of news about the *Vestris* disaster is that the steamer *Montosa*, which has arrived at Boston from Porto Rico, was only twenty-five miles away when the liner sank, but was not equipped with wireless and so did not hear the S.O.S.

110 Missing.

According to the last official estimate, there were 223 persons on board when the *s.s. Vestris* left the Barbadoes on her last tragic voyage, and it is stated at Messrs. Lamport and Holt's New York offices that the survivors number 113.

It is definitely known that the master of the lost liner, Captain Carey, was drowned.

One hundred and twenty-five of the survivors arrived safely to-day in the *s.s. American Shipper*, and they have a vivid story to tell of the terrible experiences undergone.

Leaking Badly.

The passengers were informed early on Monday morning that the ship was leaking badly. They were ordered to don lifebelts in readiness for an order to abandon ship.

Instead of improving, the weather gradually got worse until a gale of about 30 miles an hour had developed. The sea rose rapidly until forty-foot waves were continually breaking over the ship, which was obviously becoming water-logged.

At a critical point a bulkhead burst and the engine-room filled. The ship rapidly became flooded throughout, and slowly settled down into the waves.

Final Plunge.

The seas were so savage that Captain Carey was placed in a frightful dilemma as to the advisability of ordering the lifeboats to be launched in consequence of the probability of their capsizing.

The master, therefore, postponed the command until the last possible moment when the doomed vessel was beginning to roll in a manner indicating that she would soon take the final plunge.

While the boats were still within sight of the *Vestris*, the ship turned smoothly on her side and went down by the bow.

Second Steward's Story.

Alfred Duncan, the second Steward of the *s.s. Vestris*, told newspaper men that he was standing with Captain Carey on the bridge during the last hour.

When the sea was washing the decks, and the *Vestris* was rolling on her starboard beam, Captain Carey gave the order to take to the lifeboats, shouting: "Women and children first."

He then told Duncan: "Get a lifebelt and pay no attention to me."

Duncan jumped a minute before the *Vestris* turned turtle and disappeared. He saw no more of Captain Carey.

We stood by the railing when all the lifeboats had gone watching their departure.

"Jump," said Captain Carey. "You'd better jump, sir," Duncan replied.

"Hell, no. You jump."

Duncan then jumped into the water, and he thinks that Captain Carey jumped after him, though he never saw him again.

Steward's Bravery.

It is stated that Duncan displayed extraordinary pluck and bravery.

He swam about in the sea cheering up the passengers and when he found one of the lifeboats overcrowded, he requested some of the occupants to swim to one only partially filled lest all should be swamped.

He continued to swim around before he was picked up, rescuing men and women and pushing them into boats.

Missing Passengers.

The passengers who are missing from the *Vestris* include Major Yoshio Inouye, who was travelling with his wife to Buenos Aires where he was to take up a post in the Japanese Consulate. His wife is among the survivors.

Barrie Devore and Norman Batten, two well-known American racing motorists, are also missing. Devore had on board with him, his favourite racing machine "Nickel Plate" with which he had expected to win several victories in forthcoming motor races in South America.

One of the passengers rescued by Harry Fay, the Pittsburgh heavyweight boxing champion, who was proceeding in the *Vestris* to Buenos Aires to fight Firpo, the Argentine champion.

(Continued on next Column.)

ELECTIONS IN NEW ZEALAND.

GOVERNMENT LOSSES.

MINISTERS DEFEATED.

[REUTER'S AMERICAN SERVICE.]

WELLINGTON, Nov. 14th.

The General Elections have resulted in a severe setback for the Government. The returns are not yet complete, but they indicate that the state of the parties in the House of Representatives will be as follows:—

Government	27
United Parties	27
Labour	30
Independents	6

Amongst those defeated are the Ministers for Land, Agriculture and Justice.

RYE LIFEBOAT CAPSIZES.

DISASTROUS END TO BRAVE ATTEMPT.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 15th.

The Rye lifeboat went out this morning in a very rough sea to rescue a ship in distress, but capsized in the heavy seas and all the crew of fifteen were drowned.

THE "WOODLARK."

STILL NO NEWS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 15th.

There is still no news here of the *Woodlark*, which was reported missing yesterday.

Boats Smashed.

Survivors of the *Vestris* disaster freely admit that women and children received the first thought, but unfortunately the first two lifeboats containing 37 women and 13 children were about to be lowered when the *Vestris* gave a sudden lurch.

The boats crashed like match-wood against the side of the ship, and the occupants dropped into the waves, and only ten of the women could be saved in spite of heroic efforts.

Faulty Tackle.

Only two of the boats were launched without mishap, and it is alleged that there was some difficulty with the tackle of several, which delayed their lowering.

Most of the passengers and crew had flung themselves into the water in order to swim from the sinking vessel before she took the fatal plunge. Many of the survivors managed to clutch the lifeboats which broke loose as she sank.

The greatest loss of life was among the passengers, who were unable to withstand the exposure equally with the crew.

Complete Inspection.

The twenty-three survivors landed by the *s.s. Berlin* tell many stories of perils and terrible experiences before they were picked up.

It is believed that of the married couples on board the *Vestris*, only one couple survived, and these were picked up by different vessels.

An official investigation into the circumstances of the foundering will begin to-morrow. *Reuter* is informed by the Department of Commerce, officials of which also state that the *Vestris* underwent a complete inspection in drydock at Brooklyn before sailing, and a certificate was issued testifying to her seaworthiness and to her lawful equipment.

Captain's Record.

The deceased skipper of the *Vestris*, Captain Carey, was 55 years of age, and had been for 30 years with Messrs. Lamport and Holt.

He returned from a holiday in England on the eve of sailing. This was to have been his last trip in the lost liner. On the arrival of the vessel at Buenos Aires, he would have left her to go to the command of the *s.s. Valparaíso*, the flagship of the Lamport and Holt fleet.

The second steward, Duncan, in a further interview, says that when he jumped from the bridge, he saw the captain still there standing calm and collected. A few moments later, he saw him step quickly into the sea, not even bothering to strap around him a lifebelt, through many were available.

Scenes in Liverpool.

Pathetic scenes were witnessed to-day at the Liverpool offices of Messrs. Lamport and Holt, the owners of the *Vestris*. Many women, some carrying their babies, who are wives of the members of the crew of the lost ship, left the offices sobbing bitterly when they were told that no official information is yet available regarding the fate of their husbands.

LONDON, Nov. 14th. The debate revealed no serious cleavage in Conservative opinion on the subject of Safeguarding.

Mr. Stanley Baldwin emphasised that the Tories were not going to introduce Protection by a back door. He said that cases for Safeguarding which had the approval of the Tribunal would be submitted to the House of Commons.

SAFEGUARDING OR PROTECTION?

GOVERNMENT POLICY ATTACKED.

BOARD OF TRADE TRIBUNAL.

[AMERICAN WIRELESS SERVICE.]

BOOBY, Nov. 14th.

A demand for a definite statement from the Prime Minister regarding the Government's safeguarding policy was made by Mr. Philip Snowden in the House of Commons to-day when he resumed the debate on the Address in Reply to the King's Speech.

Mr. Snowden expressed regret that any reference to the matter had been omitted, and he moved, on behalf of the Labour Party, an amendment calling attention to the recently announced policy of the Government party, urging that the earliest possible step should be taken to safeguard additional industries, and especially the iron and steel industry.

He also drew attention to the Premier's declaration that no partial measures such as an extension of the Safeguarding of Industries Act could meet the situation, and asked what the Premier meant by that.

The Labour Party spokesman recalled that the Premier at the General Election of 1923 had pronounced in favour of a fundamental change in the fiscal system. The country would not have protection at that time and the Premier was defeated.

He asked the Premier to tell the House the difference between the policy which he announced before the country in 1923 and his new one.

Tribunal Set Up.

Sir Laming Worthington Evans, the Secretary for War, said the Premier would speak later in the debate.

Meanwhile, on behalf of the Government, he stated that their policy was one of Safeguarding and could not be mistaken for a policy of protection. A Tribunal would be set up by the President of the Board of Trade to consider applications for safeguarding duties.

The Government would not, of course, be bound by the advice of the Tribunal, but would act on its own responsibility.

Thorough Investigation.

The questions which would be before the Tribunal in considering safeguarding applications would be as follows:

The Tribunal would have to decide whether foreign goods, of the class or description to which the applicant industry related were being imported into, and prepared for consumption in, this country in substantial quantities in proportion to the domestic consumption.

Further, whether employment in this country in manufactures of such goods was being, or was likely to be seriously affected; whether the British industry concerned would materially increase its output; whether the applicant industry was carried on in this country with reasonable efficiency and economy; whether the imposition of a duty on the cost of the class or description of goods in question would seriously or adversely affect employment, and cost of production in such industry, including agriculture.

It would also decide whether, having regard to these conditions, the applicant industry had, in opinion of the committee, established a claim for duty, and if so, what the rate of duty, in the opinion of the committee would be reasonable and sufficient to counter-avail unfair competition.

This Tribunal would be a permanent body instead of a Committee as in the past.

Iron And Steel.

In regard to the iron and steel industry, Sir L. Worthington Evans recalled that an application by that industry for the appointment of a committee under the Safeguarding Act was not granted in 1925, because many other industries might be prejudiced by the increased cost of iron and steel.

The steel trade had now put forward a new case, which showed that the low output capacity was many times the actual output in individual steelworks and if the output could be brought up to something like capacity, the reduction in cost would be very considerable. That was a case for investigation by the Tribunal.

He added that the Premier had pledged himself that a general tariff was not a part of the Government's programme and that had been faithfully fulfilled in this Parliament and would be equally faithfully fulfilled in the next.

United Opinion.

The Commons rejected Mr. Snowden's amendment by 306 votes to 188 and adopted the Address in Reply.

The debate revealed no serious cleavage in Conservative opinion on the subject of Safeguarding. Mr. Stanley Baldwin emphasised that the Tories were not going to introduce Protection by a back door. He said that cases for Safeguarding which had the approval of the Tribunal would be submitted to the House of Commons.

PIRACY IN CHINA SEAS.

NO CHANGE IN BRITISH POLICY.

STATEMENT IN THE COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 13th.

Sir Robert Thomas, the Liberal Member for Anglesey, raised the question of piracy in China seas in the House of Commons to-day, making reference to the recent outrages, and asking for information regarding measures adopted to combat the pirate gangs.

Mr. G. Locker-Lampson, the Under-Secretary for Foreign Affairs, in the course of a somewhat lengthy reply, said that there seemed to be no evidence that piracy in Chinese waters was on the increase.

On the contrary, compared with previous years, the situation appeared to have improved.

The latest arrangements for the protection of ships were initiated on the 10th instant, by the placing of armed naval guards on all British steamers operating on the lower and middle Yangtze.

Mr. Locker-Lampson declared that it was not clear that an increased number of gunboats would be a certain cure for the evil, and the Commander-in-Chief, Sir Reginald Tyrwhitt, had not hitherto recommended any increase.

Bias Bay.

Representations for effective action against the pirate lairs were constantly being made to the Chinese authorities.

In response to the request of the Hong Kong Government, the administration at Canton had stirred up Bias Bay, the notorious haunt of the pirate gangs, but it seemed possible that this had only resulted in the pirates moving to Honghai Bay.

The Hankow authorities were apparently acting energetically.

The Government of Hong Kong had adopted the practice of paying compensation in the case of death or injury to British mercantile marine officers as the result of resistance to piratical attacks, but now the Piracy Regulations had been abolished in accordance with the wishes of the ship-owners, it seems likely that the Hong Kong Government will consider the responsibility of such compensation should also devolve on the ship-owners.

JAPANESE BOYCOTT.

(Tsui Wan Yat Pao.)

SHANGHAI, Nov. 15th. The Japanese Boycott Committee in Tientsin is threatening the Chinese merchants with forceful action if the latter resist their order and refuse to register their Japanese goods in store with the registration department under the committee.

The Japanese Boycott Committee has also issued a notification warning the merchants that if they do not register their Japanese goods before the 16th inst. such goods will be confiscated without compensation.

LI TSAI HSIN'S RETURN.

[THROUGH REUTER'S AGENCY.]

NANKING, Nov. 15th. Marshal Li Tsai Hsin, Chief of Staff to the National Government, is to leave for Canton to-morrow.

He states that he will start a disarmament programme as soon as he arrives in Kwangtung.

AT SHANGHAI.

(Wah Tsz Yat Pao.)

SHANGHAI, Nov. 15th. According to the latest report Marshal Li Tsai Hsin with his staff is leaving Nanking. He is expected to arrive at Shanghai this evening. He has booked a passage on a French steamer for Hong Kong which is due to sail on Saturday.

General Chen Ming Shiu, who is now staying at Shanghai, will accompany him to Canton.

TOUR OF INSPECTION.

(Wah Tsz Yat Pao.)

SHANGHAI, Nov. 15th. Marshal Chiang Kai Shek has arrived at Haichow, on the northern coast of Kiangsu, where he is carrying out a review of various Nationalist forces. He will probably proceed to Yenchow and then Lincheng, in Shantung.

VETERAN RETIRES.

(Wah Tsz Yat Pao.)

SHANGHAI, Nov. 15th. General Li Lich Chun has telegraphed to Nanking stating that he has bought a house on the hill of Lushan in Kiangsi, which is well-known for its scenery, where he will take up his residence. He prefers to spend his last years in study and is retiring from the whirl of political life.

BIRKENHEAD GIVES HIS REASONS.

COST OF PUBLIC LIFE.

COOLIDGE'S ADVICE RESENTED.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 14th.

Lord Birkenhead during a speech delivered at a dinner given in his honour by the 1800 Club when making a personal statement on his reasons for leaving politics.

He explained that during his thirteen years as a member of the Cabinet he had suffered "a very great delinquency" in his private fortune, and he therefore claimed the right to release himself from politics "for any period I may think proper."

Referring to President Coolidge's speech on disarmament, Lord Birkenhead said he thought there underlain that speech "a spirit of patronage and a capacity for giving advice to Europe and to England."

He added: "As far as England is concerned I am not sure that we specially require it, and we have not asked the United States, as far as I am aware, to do anything for us."

NORTH GERMAN LLOYD EXPANSION.

BIG NEW ISSUE OF SHARES.

[THROUGH REUTER'S AGENCY.]

BREMEN, Nov. 14th.

The North-German Lloyd shareholders have sanctioned an increase of capital by 33,000,000 marks worth of new ordinary shares and 1,000,000 marks worth of preference shares.

The American bankers, Kuhn and Loeb, and Lee and Higginson, have undertaken the issue of the ordinary shares at 120 per cent. net. The Company will also receive 5 per cent. of the profits of shares sold at over 140 per cent.

GENERAL BOOTH'S PROGRESS.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 14th.

General Booth is slightly better, but the bulletin issued this evening states that his condition is still very serious, the patient suffering from nervous prostration.

SIX DEAD IN PLANE CRASH.

[REUTER'S AMERICAN SERVICE.]

SAN ANTONIO, Nov. 14th. Six Army airmen were killed to-day in an accident to a big transport plane, which crashed here to-day.

TROOPS FROM TANGSHAN.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 15th.

The second half battalion of the Bedfordshire and Hertfordshire Regiment arrived here yesterday from Tangshan aboard the *Taming*. They are leaving for Hong Kong to-morrow.

CANTON FLIGHT.

(Wah Tsz Yat Pao.)

SHANGHAI, Nov. 15th. Mr. Chang Wei Lueng, who has flown to Hankow from Canton, will continue his journey to Nanking. The Nanking Air Bureau is making arrangements to receive him.

TROUBLE THREATENING.

[THROUGH REUTER'S AGENCY.]

NANKING, Nov. 15th.

According to official reports, skirmishes have broken out in Kweichow Province between Chow Hsi-chien and Li Hsin.

The Nanking authorities are being urged to prevent the trouble from developing into serious complications.

"HSIN CHI" PIRATES HANDED OVER.

VESSEL STILL ON FIRE.

[NAVAL WIRELESS.]

The Chinese gunboat *Kiang Yuen* arrived at Tao Island at 3.30 a.m. yesterday, whereupon the *Sarama* handed over the two junks with crews and 19 pirates to her. The *Sarama* then proceeded to Foochow.

The *Kiang Yuen* proposes to remain on the scene of the wreck for the present.

The *Hsin Chi* was reported to be still burning yesterday, but the engine-room and the stokehold were still intact.

The crew of the ill-fated vessel are safe in the China Merchants' *s.s. Hsiao* excepting seven men who are adrift in one boat and have not been located.

A wireless message from Home quotes an Admiralty statement to the effect that no British subjects or property are involved in the outrage.

MYSTIC RITES IN JAPAN.

EMPEROR'S ALL NIGHT VIGIL.

SPIRIT PACIFICATION CEREMONIES.

[THROUGH REUTER'S AGENCY.]

TOKYO, November 15th.

Last night were enacted scenes such as could be witnessed in no country in the world other than Japan, and only once in a generation even there. In the dead of night, long except for the service of two female attendants, the Emperor, as the High Priest of the Japanese nation, performed solemn rites that had their origin in the very beginnings of Japanese history, rites so old that the very reasons for their performance have long since been forgotten.

For several days previously, His Majesty had been preparing himself for this solemn all night vigil with the invisible presence by prayer and purification. On the night before last, he performed the sacred rites known as Chinkonsai, or Spirit Pacification Ceremony, the primary object of which was to tranquillise his spirit and co-ordinate diverse psychological elements within himself preparatory to entering into communion with the gods.



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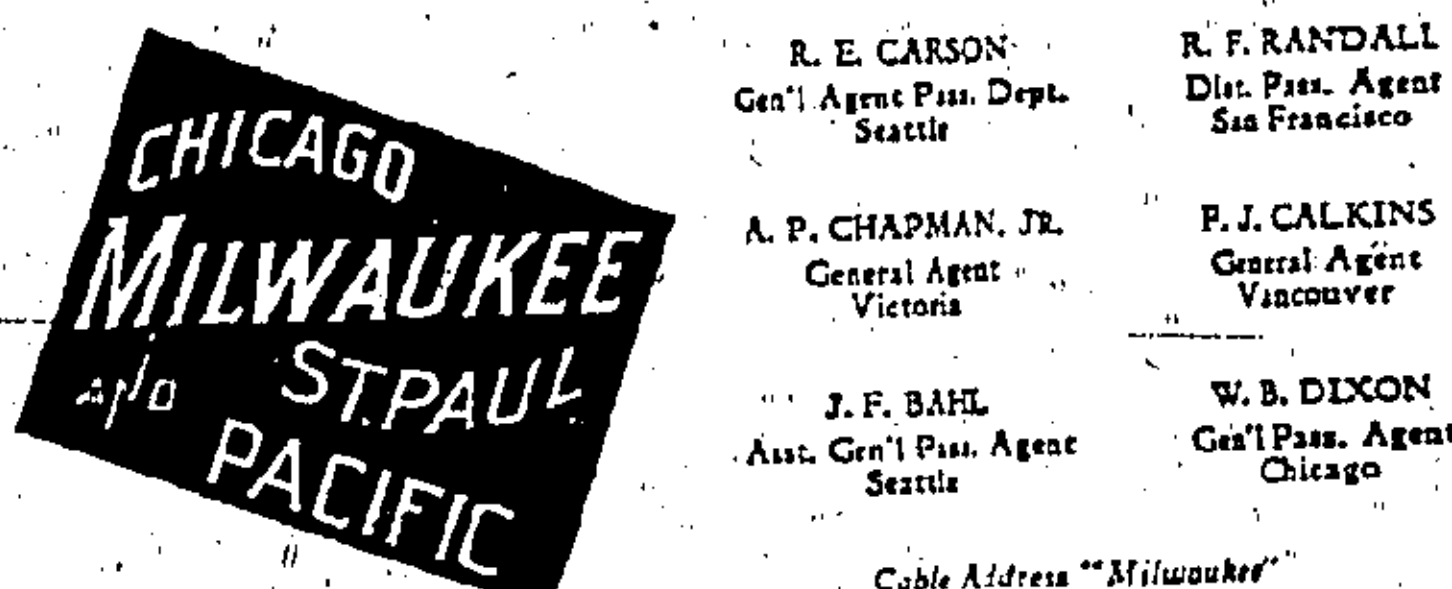
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RUGBY FOOTBALL.

WELCH REGIMENT v. CLUB.

NARROW WIN FOR VISITORS.

Conditions yesterday evening were very favourable to a good game of Rugby in that rain had fallen for two days previously. The ground undoubtedly was much softer than it had been for many weeks.

Both teams were greeted with enthusiasm by the spectators as they entered the field.

From the kick off the play was even for a short time. The Welch were the first to attack and nearly scored. An infringement by a Club player was penalized and a free kick awarded to the Regiment. An attempt at goal from this award narrowly missed giving the soldiers a lead.

From the drop-out the soldiers again attacked, but Scott gained ground for the Club with a well judged kick to touch.

At this stage of the game the sides were electing to scrum instead of throwing in from touch.

The Welch again attacked but Grieve relieved.

From the half way line the Club forwards obtained possession and an excellent movement in which Bonnar, Wales, Lammert and Gold-man participated resulted in Gold-man scoring. Scott with a good kick just failed to convert.

Kicking off the Welch forwards attacked with vigour and throwing in instead of scrumming from touch was now introduced.

Massey was conspicuous for good play in the loose, and Scott, who played a sterling game all through, handled difficult situations time and time again with great success.

For this period play was fairly even. Plummer coming in for applause for good sound work.

The Club attacked and good work by the backs enabled Lammert to cross the line for the second time. Scott with a good kick from a difficult angle failed to add the extra points.

Half time score: Club 6 points; Regiment nil.

The kick off saw good work by Wales, a Welch centre (whose name we unfortunately do not know) and Scott.

The soldiers wheeled their scrum several times and gained much ground thereby. Bonnar shone when these tactics were employed. Time and time again he stopped forward rushes which might have resulted in scores.

The Welch attacked and two efforts to drop a goal failed.

Play returned to mid field and at this time the Club back division were superior and a good kick by Scott put the Club in the soldiers' territory. The Club wheeled their scrum and Riddell showed to advantage.

The Welch were called upon to defend for some time, but two promising movements by the Regiment were spoiled by bad passing.

The Welch threw off away but a great tackle by Grieve stopped what appeared to be a certain score.

The Welch forwards attacked strongly and from a scramble near the Club line obtained a try well out. Owen failed to convert.

Resuming the soldiers opened determinedly and carried play to the Club 25. Lammert-relieved and play was brought to mid-field. A fine break through by Josephs for the Regiment might have resulted in a score had not the player fallen and the ball went dead. From the drop out even play followed until the Welch attacked but a knock on spoiled the movement. Continuing to attack they were rewarded with a try which Lieut. Hirst touched down. Owen failed to convert, the scores being now 6 all.

Wales kicked well and found touch in the soldiers' territory. "Three" work by the Regiment failed to gain much ground. A forward rush by the Welch was stopped by Grieve, the Club back.

Lammert then scored a brilliant and typical try. Gaining possession in his own twenty-five, by evading, handing off and putting ahead, he touched down for the Club. Scott failed to convert.

Owen next scored for the Regiment and Williams added the necessary points. The game finished with the Regiment winning through superior forward play by 1 goal 3 tries (11 points) to 3 tries (9 points).

FOOTBALL.

KOWLOON 1st XI. v. H.K.F.C. 1st XI.

The following have been selected to represent the Kowloon 1st XI. v. Hong Kong Club on Hong Kong Club ground, on Saturday, November 17th, kick off at 4.15 p.m. — Angus; Guest, Pile; Hadley, McKelvie, Hayes; Clemon, Cornwall, Spary, Baldwin, Miles. Reserve: Dunnett.

HOME FOOTBALL.

ENGLISH AND SCOTTISH LEAGUES.

TO-MORROW'S FIXTURES.

A full programme of football matches will be played to-morrow in the English League and Scottish League (Division I.). There will also be an international match Wales v. England.

League fixtures for the afternoon are as under:—

ENGLISH LEAGUE.

Division I.

Aston Villa v. Blackburn. Burnley v. Manchester C. Bury v. Arsenal. Cardiff v. Huddersfield. Leeds U. v. Wednesday. Leicester v. Sunderland. Liverpool v. Bolton. Manchester U. v. Derby. Newcastle v. Birmingham. Sheffield U. v. Everton. West Ham v. Portsmouth.

Division II.

Hull v. Bristol C. Middlesbrough v. Stoke. Millwall v. Chelsea. Notts County v. Blackpool. Oldham v. Grimsby. Port Vale v. Barnsley. Preston N.E. v. Clapton O. Reading v. West Brom. Southampton v. Bradford. Tottenham v. Notts Forest. Wolves v. Swansea.

Division III. (Southern).

Bristol R. v. Exeter. Crystal Pal. v. Brentford. Fulham v. Norwich. Gillingham v. Northampton. Newport v. Bournemouth. Plymouth v. Charlton. Queen's P.R. v. Brighton. Swindon v. Luton. Torquay v. Coventry. Walsall v. Merthyr. Watford v. Southend.

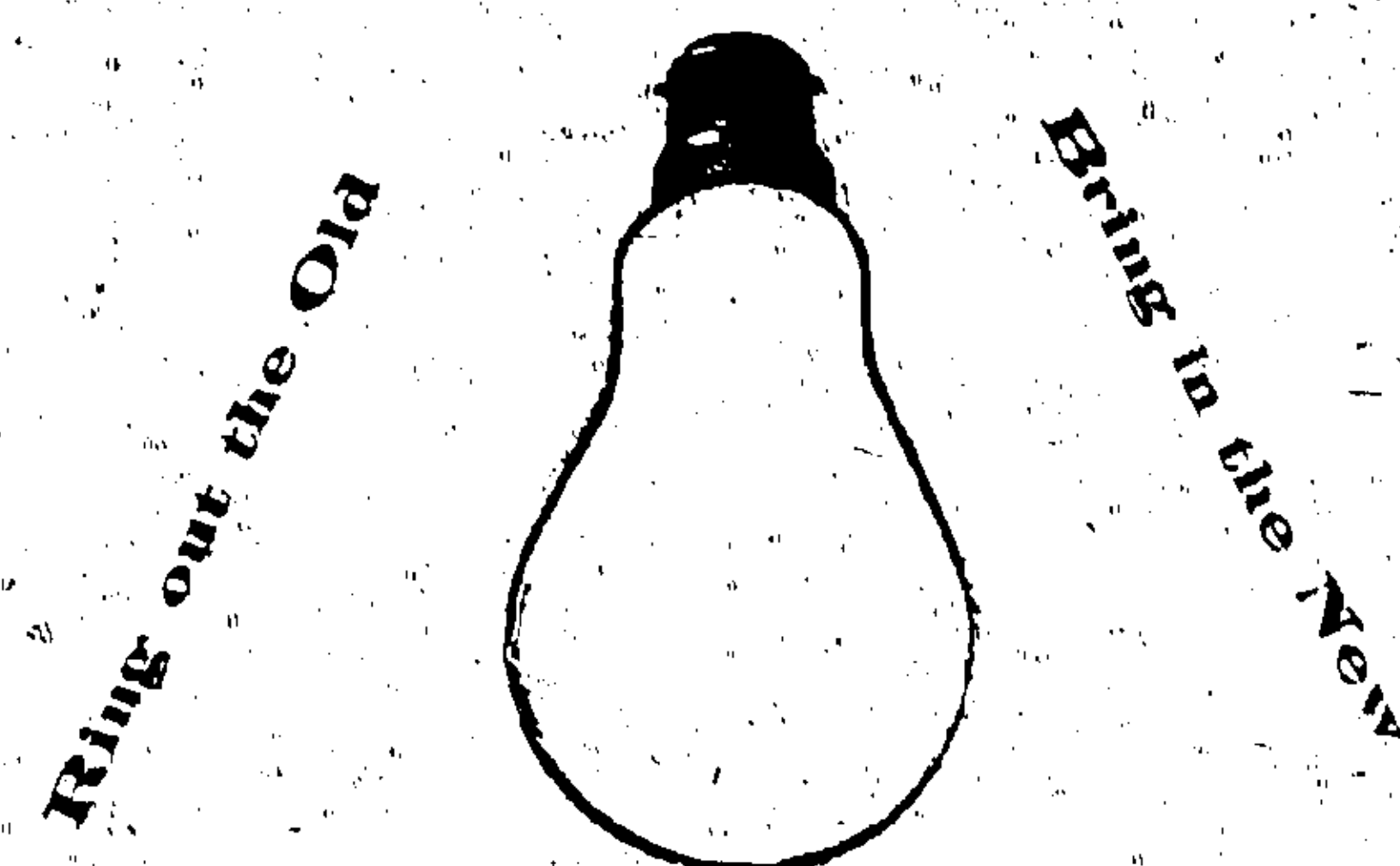
Division III. (Northern).

Aberdeen v. Wrexham. Bradford C. v. New Brighton. Barrow v. Carlisle. Crewe v. South Shields. Halifax v. Southport. Hartlepool v. Chesterfield. Lincoln v. Rochdale. Rotherham v. Doncaster. Stockport v. Darlington. Tranmere v. Nelson. Wigan v. Ashington.

SCOTTISH LEAGUE.

Division I.

Airdrie v. Partick. Ayr v. Kilmarnock. Celtic v. Clyde. Cowdenbath v. Third Lanark. Dundee v. Aberdeen. Hibernians v. Raith. Motherwell v. St. Johnstone. Queen's Park v. Falkirk. Rangers v. Hamilton. St. Mirren v. Hearts.



The New Mazda inside frosted lamp

As the days draw in, so many more hours have to be spent with artificial light.

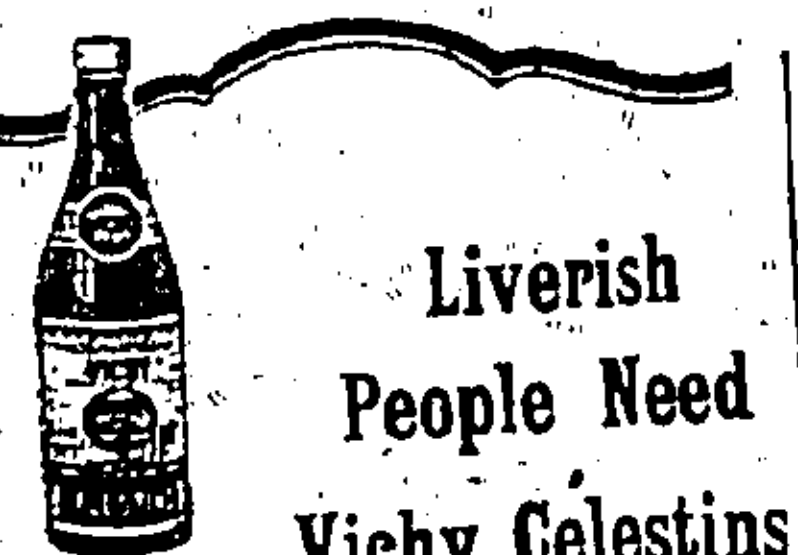
MAZDA LAMPS

give a brighter light—without glare—without waste—with less cost.

Fit G.E. MAZDA Lamps—always,

you will see better, and save your sight.

[A.P.B.]



Liverish People Need Vichy Celestins

VICHY CELESTINS is a natural exscent which helps the liver to function normally. Its gently stimulating effect is welcomed in all cases of sluggishness. It clears the blood-stream from all impurities.

Vichy-Celestins is very pleasant to the taste, and may be taken at meals either alone or mixed with light wines or spirits.

The French Natural Mineral Water.

VICHY-CELESTINS

Obtainable at all Hotels, Clubs, Chemists and Stores, or from the

Sole Agents: **The French Store** Beaconsfield Arcade.

Flowers have Feelings!

Come and learn the fascinating art of flower arrangement.

Ike Bana

as practised by the Flower-loving Japanese.

For classes or private lessons address enquiries to

Mr. Wada,

Tokyo Hotel,

33, Connaught Road Central.

A HOWLING SUCCESS!

they all mean LAUGHS and they're all in THE COMEDY SENSATION—

Baby Mine starring KARL GEORGE, DANE ARTHUR.

COMING TO THE **QUEEN'S** SUNDAY & MONDAY



A Welcome Visitor

at any time in every household. Every Bug, Flea, Beetle, Moth, Fly, etc., dies once it has come into proper contact with

KEATING'S

WHITEAWAY'S A SPECIAL BLUE TICKET SALE

OF LADIES' AND CHILDREN'S OUTFITTING ON MONDAY, NOVEMBER 19th FOR ONE WEEK ONLY.

In order to reduce our Stock in our Ladies' and Children's Outfitting Department, we are throwing out for ONE WEEK ONLY A LOT OF SEASONABLE AND UP-TO-DATE GOODS at Extraordinary Reduced Prices.

LOOK FOR THE BLUE TICKET.

LADIES' COSTUMES,

WOOLLEN SKIRTS,

SWEATERS,

DRESSES,

ETC., ETC.

CHILDREN'S COATS,

JERSEYS,

JERSEY SUITS,

DRESSING GOWNS,

Hundreds of Bargains.

Remember! One Week Only.

Do Not Miss This Opportunity.

WHITEAWAY, LAIDLAW & CO., LTD., HONG KONG.

THE DOLLY VARDON HAT SHOP

Has always

CHARMING MODEL HATS

in correct style for every occasion

SPORTS AND EVENING WEAR.

St. George's Building.

Tel. C 1427.

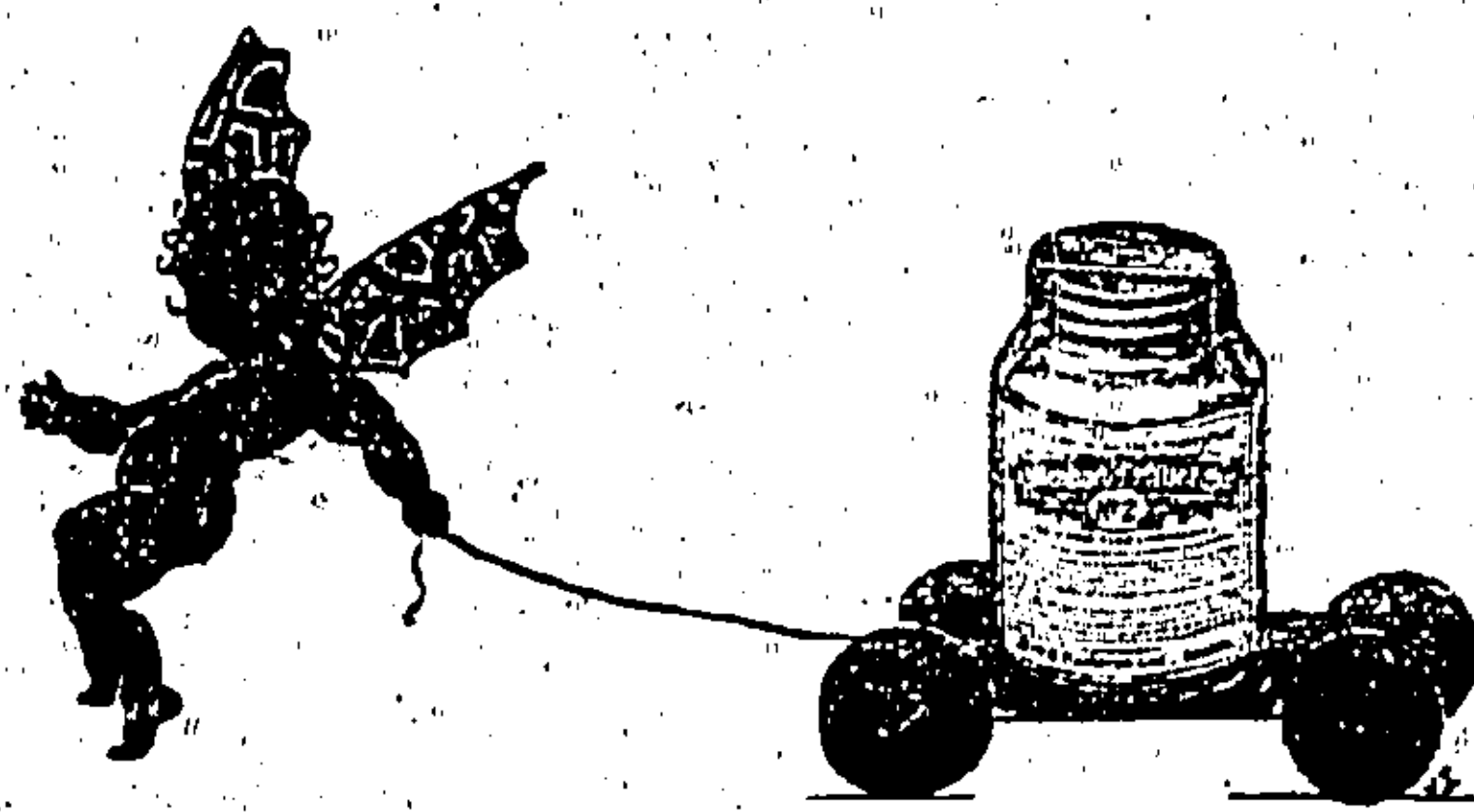
PAMELA

has just received New Felt Hats and artificial flowers.

We are expecting a small selection of Georgette and Net Dance Frocks for St. Andrew's Ball and the Christmas Season.

All these Frocks will be very moderately priced at \$75.00.

13, Queen's Road Central.



Health in Childhood ensures health through life.

Your children's health is ensured and protected by the constant use of

Allenbury's Foods.

A Food for every stage of childhood.

Manufactured in England, and obtainable everywhere in air tight packages, guaranteeing perfect condition in all climates.

(A.P.B.T.)

NOW SHOWING

A choice selection of 3 Piece Suits with Long or Short Coats, in Tweeds with Stockingette Jumpers.

ALSO SOME TRIMMED WITH STOCKINGETTE

LANE, CRAWFORD'S LADIES' SALON.

ANOTHER SUGGESTION.

CHRISTMAS PRESENTS FROM THE PIONEER.

The article last week giving suggestions for Christmas presents from the Pioneer Silk Store proved so helpful to a number of our readers that I went round the store again yesterday to try and find a few more suggestions. Here is the result.

For A Man.

For a man:—A box of matching handkerchief and tie. This is quite safe to send Home and, if he distrusts your taste, he need not wear them to save your feelings, since you won't be there to see. The colours are so eminently "quiet" that you might even risk giving a set to your husband or man friend who lives here. A pair of pyjamas, if you know him well enough. They can be made to his measure in a few hours, or a silk shirt or socks.

For A Woman.

For a woman:—A bag, in plain or stamped leather, the latter for pre-

ALL SORTS OF GOOD THINGS.

HATS, FROCKS AND BAGS CHEZ FELIX.

I always enjoy a visit to Felix, the happy little mascot who presides over No. 7, Ice House Street, for there is always something fresh to see. Last week it was the Clara Bow hats, and this week hats, among other things again claimed my attention. There were among them some very smart evening hats which are rather more sophisticated in design than others of their genre to reach Hong Kong. In some cases they appear rather like a gold or silver turban which has been wound round a small velvet cap, and fastened with a jewelled pin. Others have an upturned brim, of velvet, in black or colour, over a soft gold *goutache* braid and sequin crown. One extremely attractive model is a capeline of dull red and gold *lamé* with a Madonna blue feather bound round it.

WARM AND SMART.

TWEEDS ARE NOW WORN INDOORS.



The sketch shows three dresses in the new style which would be equally suitable for home, or office wear. The skirts are all plain at the back, but godets or pleats at the sides or in front give sufficient fullness to take from the strain that pulls a straight skirt out of shape if much sitting is indulged in.

Although godets are more practical than pleats for office wear, they should not be worn by short, thick-set women. Flat pleats are much kinder to a dumpy figure, and if they are stitched along the edge of the folds in the new "permanent" way they will "stay put" indefinitely.

The dress at the left, which is made from a combination of brown, beige, and yellow checked tweed with beige woollen stockinette, has an interesting scarf collar cut in one with the front of the corsage. A string of amber beads, makes a telling accent on this dress.

The flannel blouse worn with the tweed skirt on the middle figure has a collar and panel of the skirt material. The sleeves are gathered into knitted ribbed cuffs of wool to match the flannel. Such cuffs, which have been a feature of golfing jackets for years, are being used extensively on woollen and tweed dresses of every description this season.

The dress at the right of "marocain de laine" in the new olive green shade is trimmed effectively with rows of machine stitching.

reference if you are to send it Home. The plain ones are something quite new for this store, and are very nice. I saw a black envelope bag with a scarlet fob stripe, and another with two bands, one of red and one of beige.

Printed silk scarves, kerchief squares, and triangles. These are to be found in a wide variety of colours and patterns and are all very attractive. It is almost impossible to have too many of these useful accessories, and any woman, either here or at Home would welcome one.

Silk Stockings. You know, of course, the good reputation that this store has for hosiery, and during the sale all the regular lines are much reduced. New Kayser 88x stockings have arrived this week.

There are also a number of new Haori coats and coolie coats which have just come in and are being offered at greatly reduced prices during the sale.

Among the day hats I noticed particularly this week some smart felt shapes in black, scarlet, and *tabac* which are most cunningly cut and draped, and generally have a metal pin or motive as a trimming.

There are some very attractive bags, some made of felt to match your hat and others of various coloured kid or leather. They are nearly all of the true bag shape, though there are a few flat envelopes, and are well mounted and lined, with nice fittings. As these were not on show, I should advise you to ask to see them if you are in need of a new bag, or are looking for an acceptable present; for you will find it hard to better them anywhere, and they are most reasonable in price.

There are some charming evening frocks, from \$40 upwards, of georgette, taffetas and silk lace, and a few really smart and desirable afternoon dresses at the same low prices.

ROUND THE TOWN.

SEEN IN LOCAL SHOPS.

In WHITEAWAY, LAIDLAW'S I saw some charming little pincushions for Christmas, on each of which a quaintly dressed cloth was standing. They are dressed in all sorts of fashions and materials, swansdown, silk, lace and cotton, and run from \$1.

Boudoir Lights.

FELIX has some exquisite boudoir lamp shades made in the form of dolls with silken skirts. They are all delicately coloured and beautifully made. Some these little ladies have powdered hair, others are more modern, but any one of them would make a charming gift for a "fair lady" at Christmas time.

Tailored Sports Wear.

The woollen suits and dresses which have been showing for the last fortnight in THE DOLLY VARDON HAT SHOP have most of them been snapped up, though more are expected. They are extraordinarily attractive since each garment is carefully and perfectly tailored. There are left a few very nice dresses in fine jersey cloth in several designs, and three piece suits in a heavier knitted fabric. These suits are made up of skirt, jumper and sleeveless coat. The coat is really cut on coat lines, not like a cardigan, and the effect is extremely smart and workmanlike.

New Frocks For Old.

In WHITEAWAY, LAIDLAW'S I saw a box of attractive lace collars and fronts. Most of them are in Paris or *ecru* shades, though some are white. Some of the lace is darned or embroidered with silk and gold threads, other pieces have insertions of finely tucked net.

It is often possible to give new life to an old dress by means of a new collar, especially if the neck line is altered and brought up-to-date, and this box ought to give you several useful suggestions.

Silk Dress Lengths.

Some very delightful materials are now on show in the piece goods department of LANE, CRAWFORD'S including woollens, silks and velvets. I have written before of the bordered *viyella* which makes such charming coats and jumper suits, and this week I want to tell you about the silks. The first and great thing about them is that there is only one dress length in each colour, so that no one else can have a dress like yours. The patterns are mostly the smart small spot or conventionalised flower designs, and all the new winter colourings are represented.

I found some very lovely silk velvet with a raised spot, in white and in beige, which would make perfect evening cloaks; and also some silk coating material in both beige and black which is quite new, warm, and very smart.

A Red Window.

THE DOLLY VARDON HAT SHOP called me inside on Wednesday by way of a charming window display of scarlet hats, which looked gay and cheerful on a wet day. Inside I learnt that another big shipment of hats, frocks, etc., is expected on the 20th, and saw that last week's well stocked shelves had been pillaged by eager buyers. However, there are still many most attractive hats to be had in all colours, the newest of which are simple sports felts with a fairly wide brim and a gros grain band. They have been specially created for actual sports wear, and are made of soft angora felt in several head sizes, and colours.

A Chair And A Curtain.

In the furnishing department of WHITEAWAY, LAIDLAW'S, I saw this week, some very lovely plain silk curtain nets, of which a maize colour, and a rose with a tinge of violet, were particularly attractive. I also saw a new suite of furniture, chesters and two armchairs, in the making; the backs of the chairs are higher than in previous suites and they should prove exceptionally comfortable.

A SWEET FOR COOLER DAYS.

A quickly made sweet consists of well-cooked rice, served very hot, and eaten with plenty of butter, and lavishly sprinkled with equal quantities of powdered sugar and powdered cinnamon well mixed together. A variation is to serve crushed maple sugar and butter, or some people like honey or maple syrup instead. This makes a good dish for children as well as grown-ups, but the rice must be well cooked and very hot, and the butter lavish.

The WOMAN'S PAGE

BOVRIL

In critical moments you can rely on Bovril. It is a most valuable aid in the prevention of illness. It ensures nourishment and increases vitality.

Bovril sustains in critical moments!

FELIX

BAGS & SMART HATS.

INEXPENSIVE

DAY and EVENING FROCKS

7, Ice House Street. Exquisite Flowers.

Morning time

Gibbs Dentifrice

BRITISH MADE

Night time

WHITEAWAY'S

LADIES CORSET DEPT.

THE "SIDLEY" GIRDLE

THE "SIDLEY" GIRDLE

A light weight belt for ordinary wear. Fancy pink material with elastic. Fitted with extra strong suspenders, hook and eye front fastening. Small, medium and large sizes.

STANDARD VALUE \$2.50 EACH

PRICE \$2.50 EACH

NEW STYLES IN W.B. CORSET CONSTANTLY ARRIVING.

WHITEAWAY'S STANDARD VALUE

CALL AND INSPECT.

WHITEAWAY, LAIDLAW & CO., LTD.

HONG KONG.

THE PIONEER SILK STORE

The Store to visit for CHRISTMAS Presents.

Gifts for everyone, for men, women and children.

STOCKINGS. SILKS. JEWELLERY.

WOMAN'S PAGE (CONTD.)

BACK TO THE BUSTLE.

THE SUBTLE ELEGANCE OF THE NEW LINE.

FIVE FROCKS FROM PAMELA.

"Women," said a man to me the other day, "always have some fresh folly in dress, and when they can't think of a new one they revive an old one." Quite true, and the new revival is the bustle!

The New Bustle.

The bustle with a difference. To begin with our bustle demands a natural, graceful pose, with a properly developed figure. It could not be worn by the distorted hour-glass ladies who "saw a" about in the earlier form of bustle. Instead of being a hard frame of wire or buckram it is a beautifully draped bow, and, most important of all, it is part of the dress and not a framework worn underneath it.

Red Taffetas.

Pamela has two bustle frocks which will show you what I mean, each of them is a dream of elegance, and fitness of line. One is in wine red taffetas with a tight fitting bodice, the neck round in the front and a deep "V" at the back. The bustle bow, which is butterfly shaped, has long wide ends which fall well below the hem and suggest a train although they do not actually touch the ground. The skirt is longer at the back, and the whole *ligne* of the dress follows the up in front suggestion, given by the sweeping line of the low placed bustle bow.

Black Panna Velvet.

The second "bustle" frock has again a suggestion of the exquisite panna velvet line. It is made of very fine black panna velvet, and is not dissimilar in cut to the red dress except that the ends of the bow really make a short train in this case, and the material being softer the new *ligne* is less noticeable to the casual observer.

Chin's Velvet.

Another very interesting dress is made of chin's velvet and is to a certain extent reminiscent of much earlier fashions in its cut. The material is black patterned with faint pink and mauve coloured flowers. The line follows, of course, the important up in front movement which is accentuated by the central upward curve of the bodice which make the bodice fit perfectly round the waist. The waist line itself is surprisingly high and is accentuated by a shawl fastened on at each hip which draws the dress quite tight over the front of the waist. The skirt in front is composed of three tiers which slope down on either hip, at the back the skirt is plain and is beautifully cut to reach the ankles.

Two Inexpensive Frocks.

Two of the expected shipment of inexpensive evening frocks have arrived and very charming they are. Both are of georgette and have girdles fastened with diamond buckles. One is in rose colour with a fluttering skirt with cleverly arranged godets, and the other is egg shell blue with pale mauve. This is cut, very long at the back the uneven hem line being achieved by means of loose handkerchief panels put on at different angles and edged with the mauve.

A WOMAN'S PARADISE.

INTERESTING COLLECTION OF FRENCH FROCKS.

They have a habit in Paris of naming shops in a delightfully human way, as, for example, "happening for the chilly person" over a wool shop, and "at the sign of the bride" for a shop where wedding gowns, etc., are sold, or "The Woman's Paradise" for almost any shop devoted to feminine fashions.

"The Woman's Paradise" would be an excellent name for Madame Clerget's establishment in Ice House Street now, for a very large collection of frocks, coats, sports things, flowers and girdles has arrived; things in every style and to suit every purse.

A charming range of white silk jumper suits with pleated skirts and jumpers embroidered in colours are all priced at 24s. There are also some suits with similar jumpers in woollen material.

Two and three piece sports suits in every colour run from about 23s and all have that indefinable *chic* which marks them as French.

There are over coats, fur trimmed, and cut on excellent lines. Most of these are made of fine soft *velours de laine* and are well lined. I saw one as low as 86s which had a fur collar but no other trimming. Evening dresses are shown in silk, lace and tulle. Lovely beaded georgette gowns run from only 50s for a simple yet charming model. These evening frocks cover a very wide range of tastes, from the simple girlish looking dresses, to the extremely *chic* and sophisticated looking models.

Among so many attractive things it is impossible to pick out anything to describe in detail, especially as they are selling rapidly. I advise you to loose no time in going in and examining them, for it is not often that so large a collection is to be seen at once in Hong Kong.

MADAME CLERGET

Ice House Street.

DANCING NIGHTS.

THE CHIC SIMPLICITY OF EVENING SHOES.

When the first evening shoes of the season came in to Lane, Crawford's, well over a month ago, the most striking thing about them was their elegant simplicity in comparison with the models of the year before. Now that the season is really opening, a fresh shipment have come and this simplicity is even more marked. Very often only the very narrowest binding of gold or silver kid is added to a simple shape in nude or black, and where the shoe itself is gold or silver it is generally quite free from ornament.

There is, for example, a group of shoes with a cut out instep, and a single strap. Black satin has a line of silver kid round the top and a small star of silver beads on the vamp. Nude satin is quite plain, and so is another shoe in black satin. Gold brocade is more ornamented having strappings of gold kid and a jewelled heel. The very newest shoe fashion of all is *crepe de chine*, and the model which I saw in Lane, Crawford's was pale beige bound with a very narrow edge of gold kid. The shoe is a simple single strap shape and the effect extremely elegant.

A silver kid shoe has a collar and strap of plaited silver kid. The only new walking shoe which I saw follows closely on the same lines. It is made of nude patent and is narrowly edged with *tabac* kid having straps of the same.

DOLLY VARDON HAS YOUR NEW HAT.

MUCH, LITTLE OR NO BRIM.

It is now quite certain that close-fitting caps of all kinds are to remain a leading feature of the coming season's millinery. With their "ear-flaps" and extensions which fall over the cheek on one or both sides they are even more popular than when they first made their appearance.

The Why And Wherefore.

This, no doubt, is because modistes have learnt to cut the outline of such caps to disguise the shortcomings of each individual face—or, of course, to enhance the beauty thereof.

Very few of the new enques are cut up over one eyebrow, as formerly. The forehead line is about the one thing that is symmetrical in the new modes. It may be cut high over the brow or may "overwhelm the eye," but there must be nothing one-sided about it.

Crosse And Feather Mounts Return To Favour.

The hats in the sketch while not actually drawn in the Dolly Vardon Hat Shop are very representative of the type of millinery you will find there.

The black felt cap shown at the top of the sketch has the ends of a honey-coloured *crosse* mount

SOME NEW MILLINERY.



The little ear flaps which are found on so many of the new hats have much to recommend them, they disguise the shortcomings of each individual face and enhance its beauty.

WHAT HAVE YOU FORGOTTEN?

BLUE TICKET BARGAINS.

A very special chance to add to your own or your children's wardrobe, or to get some article which you had overlooked, at a bargain price, is offered next week by Whiteaway, Laidlaw's.

They are holding a "Blue Ticket" week for women and some goods are amazingly cheap. All of them are this winter's stock, of woollens for ladies and children. There are really smart jumper suits, which have not yet been shown, in several colours one or two of them with kilts skirts. Jumper suits, too, in fine stockinette for daughters of all ages, and woollen dresses for babies, children and their mothers. I saw nice ripple cloth dressing gowns, cardigans and sweaters. Smart little fur trimmed overcoats for children and fur fabric coats.

There are also a large number of yards of woollen dress and coat materials, some of them in short and some in long lengths which are all offered at 21s a yard. These materials are just what you need for that perhaps most useful and best loved garment in any woman's wardrobe, the extra coat, skirt or dress, which while smart in itself, saves the more expensive garments from undue wear.

An extra coat, for days when the weather is too doubtful for you to wish to go out in your new one which is to last you all the season, and yet not rainy enough for a mackintosh. An extra skirt to save wearing your pretty pleated one in the house, and yet which matches your jumper and looks smart. An extra frock to put on for a romp in nursery, which has not got the sad look of a very old one. The possibilities are endless.

thrust through slots in the left "ear-flap."

The model below this is the *casque classique* of the Parisienne. It is cut high in front and very low at the back, a point which makes it absolutely necessary to be cut and fitted on the head it is to adorn. Two seams at the back and a curved one at either side are used to get the "scalp fitting" effect that is essential to its success.

A narrow rouleau binding of gros grain ribbon in the same shade is its only trimming. To wear an ornament of any kind on such a hat would be considered a *belier*.

Equally innocent of extraneous trimming is the large cabriolet hat shown at the left of the sketch. It is intended for afternoon functions and is carried out in flesh-pink velvet. The lines of the crown represent the soft cording that has been used on so many of the smartest dresses and coats this season. It is to be noted that the large bows or choux of ribbon which appeared on the earlier cabriolet hats are not used on the new models.

In Reversible Felt.

The remaining hat is made from one of the reversible felt shapes that add to the variety of this season's millinery. The brim, which is turned up to show the shaggy underside of the felt, is cut from the crown at either side to follow an independent course.

The points of the loose brim are fitted into filigree silver sheaths which constitute the sole trimming.

These hats are pointers on the highway of fashion. They represent each feature of the mode which has found acceptance from smart women, and that there is plenty of variety and choice among them can be seen in the well-filled shelves in the Dolly Vardon Hat Shop where you will be sure to find the hat that seems to have been especially designed for you.

YOUR PRESENT.

FABRICS THAT BRING SUNSHINE INTO YOUR HOME.

Are you going to give yourself a present this year? If you are it will probably be something for the home, because after all that is the present that most women like best, and there is no time of the year when the home asks for presents more loudly than at Christmas.

Now that the sky outside shows a promise of being drear, indeed it has been drear during this week, it is more than ever necessary to your physical and mental well being to have sunshine and colour in your rooms. You will be spending more hours indoors now than you have done of late and you need beauty, warmth and colour. The easiest and most effective way of getting these is by means of new hangings and chair covers.

You will not forget how excited and happy you were last time you gave yourself a present of this sort. When you saw your room in its new clothes how charming it looked, and with what pride you realised that your taste had made this change possible.

I have often had occasion before to recommend Whiteaway, Laidlaw's cretonnes and everyone who has gone there on my advice has been more than satisfied. The range of colour, price and material is very large, so large indeed that you wonder sometimes how one brain in ordering can have had the insight to realise the variety of tastes which it represents. There are cretonnes which I adore and others which, frankly, I would not have at any price, but other people, even you reader, might find the latter delightful. Which is as it should be.

But there is one thing which all the Whiteaway fabrics have, and that is colour. Most of them this season have the fresh clear colours that you associate with out of doors and the flower garden. They seem to radiate sunshine and life, and are most excellent tones.

Don't forget yourself this Christmas, for if you give your rooms a present you will be giving joy to everyone who enters them. This charity begins at home and radiates its kindly influence to all who pass through your rooms.

MAGIC

by the Maid of the Sun!

Is it Rice pudding day?

Are you making Plain cake?

Stir in a cupful of Sun-Maid Raisins

and watch the smiles growing.

Long experience and experiment have perfected methods of growing staking and packing, until to-day

SUN-MAID RAISINS

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(A.P. 7)

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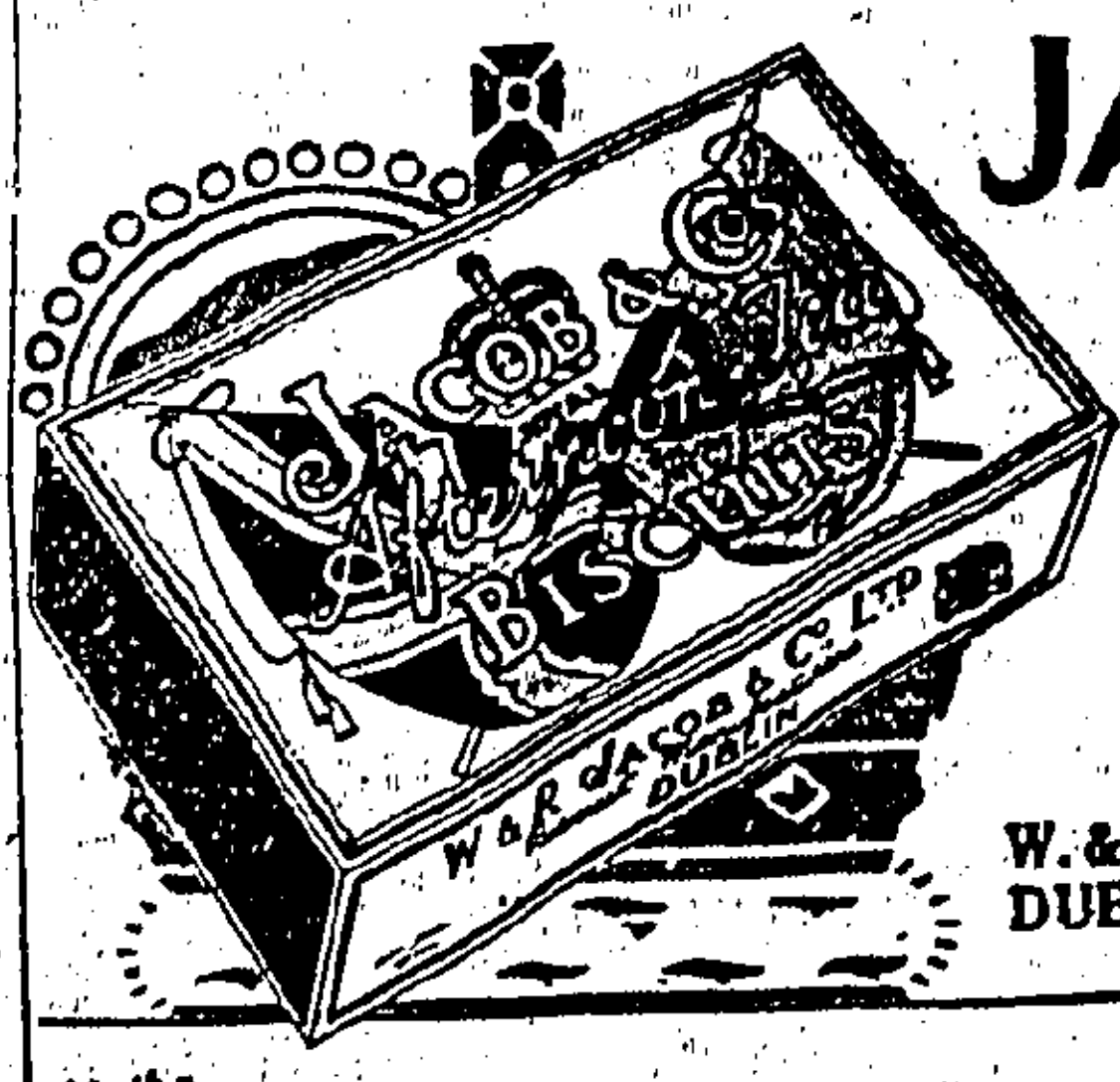
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(A.P. 15)



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Hong Kong Weekly Press

PUBLISHED TO-DAY

TO-DAY'S ISSUE OF THE HONG KONG

WEEKLY PRESS INCLUDES AN ACCOUNT BY AN ENGLISH AVIATOR, MR. R. VAUGHAN FOWLER, OF THE FIRST CHINESE LONG DISTANCE FLIGHT, FROM CANTON TO HANKOW, UNDERTAKEN BY GENERAL CHUNG. MR. VAUGHAN FOWLER ALSO DESCRIBES THE AVIATION PROGRESS BEING MADE IN SOUTH CHINA.

The colony observed Armistice Day with the customary memorial service and Cenotaph ceremonial, all of which is reported in detail.

Our Chinese Correspondent describes the deprivations at Canton of the Anti-Japanese Boycott Committee which seems to be usurping the powers of the responsible Government.

The developments in the North are described in news cables and articles, giving a birds eye view of the political and economic situation in the Far East.

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MYSTIC RITES IN JAPAN.

(Continued from Page 7.)

Following this, the invited guests began to arrive and were conducted to two outer places of attendance, while court ritualists busied themselves putting the finishing touches to the Luki Den and Suki Den, the two brush-wood structures wherein the Emperor was to pass the night in prayer and communion with the gods.

Watch Fires.

By this time night had descended on the ancient city of Kyoto, and watch fires were kindled at the four gates, while lanterns were lit within the two simple edifices.

All being now ready, the Emperor proceeded to the Kairyu Den, a building set aside for his ablution and purification prior to his solemn midnight vigil. Wearing a simple garment of hemp, he entered a square-shaped bath of primitive construction and, having completed his ablutions, donned ceremonial robes of pure white silk. Final hand-cleansing rites having been administered, a court ritualist handed him his royal baton, and thus were completed all the high and ancient preparatory Shinto rites enabling him to enter as High Priest of the nation into communion with the gods.

The Empress having undergone similar purification, ancient music was played by court musicians while ritualists began to cook the offerings to be presented by the Emperor to the gods, and female attendants went through the motions of pounding rice.

While these and other forms of procedure were taking place, the Chief Ritualist entered the outer chamber of the Yuki Den and, after reading a prayer, took up his position in company with two torch bearers, near the northern entrance, there to await the arrival of the Emperor.

Stately Progress.

Then followed one of the most impressive sights of the whole ceremony, the progress of the Emperor from the Ablution Hall to the Yuki Den. Leading the solemn procession came the Minister of the Imperial Household and the Grand Master of Ceremonies, walking one on either side of the corridor. Behind them came ritualists bearing flaming torches shedding a weird flickering light on all around. Following them came two more ritualists, one bearing the Sacred Sword, the other the Sacred Jewels.

Then came the Emperor himself, barefooted and clad in his ceremonial robes of pure white silk, holding in his right hand the priestly baton. The central path of the corridor down which he walked was reserved for his progress alone and, as he advanced, a mat of rushes was unrolled before him, so that the ground below should not be exposed to his sacred feet lest it become "taboo" and lest his sacred virtue be drained off by contact. In like manner, two ritualists, walking on either side, held over his head a great umbrella of sedge grass, surmounted by a phoenix with outspread wings, brilliantly coloured in the green, yellow, red, white and purple of good omen, this umbrella being held over him as a cover lest his sacred virtue be drained off by exposure to the air above.

Behind the Emperor came the Grand Chamberlain holding the long train of the royal robes, and following him came the Princess, the Premier and other high dignitaries.

Outer Chamber.

Slowly the solemn procession advanced towards the Yuki Den where the Chief Ritualist and attendants were waiting with torches. Into the outer chamber of this simple structure the bearers of the regalia, swords and jewels carried their precious treasures and deposited them on tables set there for the purpose. This done, the Emperor himself entered and the members of his retinue passed on to their places of attendance in the covered galleries near by.

The Emperor having entered the outer chamber, the Empress accompanied by Princesses and court ladies passed from the Ablution Hall along the same way as that taken by the former procession and entered another structure close by.

To the accompaniment of further ritual, two groups of court musicians were conducted to selected points, one group rendering ancient music, after which the other broke in a song, such songs as might have been heard out in the open sung by Japanese peasants while working in the rice fields two thousand years ago. The music ended and the musicians withdrawn, the Empress and her retinue worshipped toward the Yuki Den and then retired once more to the Hall of Ablution.

Sacred Offerings.

Then followed the most picturesque movement of the entire ceremony, namely, the procession of sacred food offerings. From the Cook House on the east there passed to the southern stairs on the Yuki Den a colourful line of ritualists and female attendants, bearing the utensils and offerings to be used. Heading this picturesque procession came a ritualist accompanied by two torch bearers. Behind them came three more ritualists, each bearing one of the

(Continued on next Column.)

BRITAIN AND CHINA TARIFFS.

(THROUGH REUTER'S AGENCY.)

LONDON, Nov. 14th.

The question of the recognition of the Chinese National Government by Britain was raised in the House of Commons to-day at question-time.

Answering a question as to whether, and when, the Government proposes to recognise the National Government of China, Mr. G. Locker-Lampson, Under Secretary for Foreign Affairs, stated that a Tariff Treaty with China was now being negotiated, and the Government hoped that there would be an early and successful issue to the negotiations.

Mr. Locker-Lampson added that if these hopes were realised, they would automatically result in recognition of the Chinese National Government.

The negotiations, concluded Mr. Locker-Lampson, had not yet reached a stage which would permit a definite statement to be made. He added that the Treaty, when concluded, would be published.

GERMAN DISPUTE SPREADING.

LOCK OUT OF 40,000 MORE WORKERS.

(THROUGH REUTER'S AGENCY.)

BERLIN, Nov. 14th.

Forty thousand more iron and steel workers are affected by the recent lock-out decision of the owners of the Hagen works, following the failure to negotiate a new wage scale.

Hagen's do not belong to the North-Western group which have already been brought to a standstill, as the result of the Arbitration Award dispute.

Special utensils of primitive design required in the ceremony, while following these dignitaries came the chief female attendant bearing a wooden box containing a tooth brush of ancient form, and the assistant attendant bearing a box containing towels for cleansing the Emperor's hands. Eight more female attendants followed, and after them came more ritualists, each man and woman in the solemn procession bearing some form of primitive utensil or offering of food.

The head of the procession, having reached the Yuki Den, a ritualist with a ceremonial wand, such as was used in ancient times to cast out impurity and evil, uttered a warning cry and, to the accompaniment of ancient music, the Emperor passed from the outer to the inner chamber of the Yuki Den, while the Princess, the Grand Chamberlain and the Chief Ritualist took up positions in the outer chamber.

Emperor's Oblation.

Then was performed the Emperor's ritual of food oblation and sacramental communion with the gods, the Spirits of the Imperial Ancestors. The two chief female attendants having poured water over his hands and washed and dried them, the Emperor made a libation to the gods, the primitive goddesses to greet the Sun Goddess, for whose Unseen Presence it was reserved. There followed a few minutes silence, after which His Majesty began his act of devotion, which consisted of placing before the Invisible Presence the various food offerings that had been carried to the entrance for him to serve.

Having made these offerings of food and drink, the Emperor clasped his hands three times and offered up prayers, after which his own communion meal was brought in. Partaking of this in the solemn manner laid down by Shinto ritual, all the utensils and offerings were then removed in the same order in which they had been presented. A final hand-cleansing ceremony followed and shortly before midnight the Emperor withdrew once more to the Hall of Ablution, accompanied by the same retinue of ritualists, torch-bearers, women attendants and others who had attended him in the procession, to the Yuki Den earlier in the evening.

Second Ceremony.

Two hours later the solemn procession set out once again, but this time to the Suki Den, the second of the two reed-thatched structures. Here was repeated the same ritual of food oblation and sacramental communion with the Spirits of the Imperial Ancestors as had been performed in the Yuki Den, these ancient rites continuing until just before the break of dawn.

Thus was the last of the main ceremonies connected with the Emperor's accession to the Throne brought to an end, a ceremony unique amongst those of any country recreating as it did the scenes and conditions of two thousand years ago and bringing the Emperor into direct contact with the spirits of the past. It was, in effect, the most solemn form of oath by which the new sovereign bound himself to observe the laws of his fathers and by which he was brought face to face with beings superior to himself, beings to whom he must perform pay homage and tender submission.

BRITISH MINERS' WAR WITH REDS.

LEADERS RESIGN IN PROTEST.

FUNDS AND MEMBERS DWINDLING.

CARDIFF, Oct. 18th.

A remarkable situation is developing in the war between the South Wales Miners' Federation and the Communists.

The offer of Col. Watts-Morgan, the Socialist M.P. for Rhondda East, to resign and fight Mr. Arthur Horner, the prospective Communist candidate, at a by-election has been followed by the resignations of Mr. W. H. Mainwaring and Alderman David Lewis, agent and secretary respectively of the Rhondda branch of the Federation.

They have explained their rank and file, explaining that their action is due to Communist efforts to cripple the power and influence of permanent officials of the miners' organisation.

The resignations were the general subject of conversation to-day in Rhondda, where it was pointed out that the local membership of the Federation had dwindled from 30,000 to less than 12,000 as the result of Red propaganda, and that if the Reds gained further ascendancy on the local executive there was a danger of it being disowned by the Miners' Federation of Great Britain.

Col. Watts-Morgan said that there could be no peace in the local federation until the left wing men had been given their quietus. "It was for that reason I took my stand," he said, "and I must warn the miners now that if they persist in their present apathy they will soon have no branch left."

M.P.'s in Jeopardy.

Among the lies circulated in the Communist camp is one that Col. Watts-Morgan offered £1,000 to Mr. Horner to withdraw from the constituency. Col. Watts-Morgan nailed this lie to the counter at one of his meetings, and Mr. Horner described it as a flight of the imagination.

Mr. Mainwaring is one of the best-known miners' leaders in South Wales, and ran Mr. Cook closely on the South Wales vote for the secretaryship of the Miners' Federation of Great Britain.

Meanwhile the question is raised whether funds will be available to return the present 10 Welsh miners' members to Parliament at the next election: There are more than 60,000 miners out of work here, and since the general strike in 1923 the funds of the Federation have been so depleted that there is no money left for political purposes. Each miner M.P. draws a salary of £240, of which £40 is represented by his parliamentary salary, leaving £190 to be found by the Federation in addition to election expenses.

PRINCESS MARY IN IRELAND.

WELCOMED BY WOMEN WITH UNION JACKS.

DUBLIN.

Dublin gave a happy welcome to Princess Mary and her husband, Viscount Lascelles, when they disembarked from the steamer *Lady Limerick* at North Wall.

Owing to fog the vessel was an hour late in arriving from Liverpool, but otherwise the crossing was excellent. The Princess and her husband stood on the bridge as the *Lady Limerick* came alongside. A crowd of several hundred people were on the landing wharf. They included many women and young girls anxious to catch a first glimpse of the Princess whom they have never seen, but had heard so much about. It was her Royal Highness's first visit to Ireland since her marriage. Dozens of the women carried Union Jacks, which they waved excitedly as the ship neared its berth.

Capt. O'Sullivan, Aide-de-Camp to the Governor-General, went on board, and shortly afterwards he came ashore with the visitors. Princess Mary looked a picture of happiness as she walked down the gangway and was cheered lustily. A small group of women had come to express disapproval, but their voices were drowned in the cheering.

The Camera Barriage.

Although he has a proverbial dislike of cameras, Viscount Lascelles submitted cheerfully to the attentions of a number of photographers, who insisted on "taking" the Princess and herself. "You must have taken about a thousand pictures between you," he remarked laughingly when they had finished. After motorizing to the Vice-Royal Lodge, where they breakfasted with the Governor-General and Mrs. MacNeill, Princess Mary and Viscount Lascelles travelled by road to Portumna Castle, Galway, the Irish seat of Viscount Lascelles. They were escorted by a motor-car party of detectives.

Crowds had gathered in the beflagged little town of Portumna, and Princess Mary and her husband were cheered by thousands as they entered the castle.

CONSIGNEE NOTICES.

VEREENIGDE NEDERLANDS-CHIE SCHEEPVAART-MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN & GENOA.

THE Steamship "ZOSMA"

having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the China Provision Loan & Mortgage Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 22nd November, 1928, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 21st November, 1928, at 10 a.m., by Messrs. Goddard and Douglas, Hong Kong.

Claims against the Steamer must be presented in writing within Ten days after arrival of Steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the Underwritten in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LIJN, General Agents.

Hong Kong, 14th Nov. 1928. [6995]

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENLOMOND."

CONSIGNEES OF Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to Rent.

All Claims against the steamer must be presented to the Underwritten on or before the 6th December, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Ltd., Agents.

Hong Kong, 15th Nov. 1928. [6997]

NORDEUTSCHER LLOYD, BREMEN.

THE Steamship "FPAAL"

having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 20th of November, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Co., at 10 a.m. on the 17th of November, 1928.

No Claim will be admitted after the Goods have left the Godowns and all Claims must be presented within Two weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Underwritten for Counter-signature.

MELCHERS & CO., AGENTS.

NORDEUTSCHER LLOYD, BREMEN.

Hong Kong, 13th Nov. 1928. [6977]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Vessel "ELECTOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 18th November.

Optimal Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 19th November, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwritten on or before the 3rd December, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

13th November, 1928. [6978]

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "TRAWELLARD"

having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as Goods are landed.

Goods not cleared by 21st November, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m., Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master against bad weather.

MACKINNON, MACKENZIE & CO. HONG KONG, 14th Nov. 1928. [6993]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship "SACHSEN"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th November, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 17th November, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 3rd December, 1928, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwritten.

JENSEN & CO., Agents.

Hong Kong, 12th Nov. 1928. [6992]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM U.S.A.

THE Steamship "CITY OF PERTH"

having arrived, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 20th November, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwritten on or before 27th November, 1928, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 14th Nov. 1928. [6994]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Nov. 15th.

Previous Day at 3 p.m.

On Date at 3 p.m.

Barometer.. 29.84 30.03 30.04

Temperature.. 70 67 73

Humidity.. 94 83 75

Wind..

Direction.. ENE NNE N

Force.. 4 3 3

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI, NEWCHANG & DALNY...	"KANOHOW"	On 13th Nov.	8 a.m.
SWATOW, SHANGHAI & TIENTSIN...	"SUNNING"	On 18th Nov.	9 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 18th Nov.	11 a.m.
HONGKONG, PAKHOI & HAIPHONG	"TEAN"	On 19th Nov.	10 a.m.
AMOI, SHANGHAI & TIENTSIN	"SUIYANG"	On 20th Nov.	8 p.m.
SHANGHAI	"HUPEH"	On 21st Nov.	3 p.m.
SWATOW & SHANGHAI	"CHENAN"	On 22nd Nov.	Noon
SWATOW, SHANGHAI & BANGKOK	"KWANGTUNG"	On 23rd Nov.	Noon
WEIHAIWEI, CHEFOO & TIENTSIN	"HUIHOW"	On 23rd Nov.	4 a.m.
SHANGHAI & DALNY	"YINGCHOW"	On 25th Nov.	6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 25th Nov.	9 a.m.
SWATOW & BANGKOK	"KAYUNG"	On 25th Nov.	11 a.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 26th Nov.	8 a.m.
SHANGHAI	"YUNNAN"	On 26th Nov.	3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 29th Nov.	4 p.m.

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CHANGTE	8th February, ..	15th February, ..

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S.S. "CITY OF PERTH"	Via Suez Canal	27th November
S.S. "CITY OF CHESTER"	Via Suez Canal	27th December

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118



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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

November 14th.
 Apsey, British str., 1,778 tons, Capt. W. Anderson, from Hong Kong, with a cargo of coal, lying at buoy No. B56—Wo Fat Shing.

Baune, Norwegian str., 883 tons, Capt. F. Mosen, from Daiten, with a general cargo, lying at buoy No. C47—K. Larsen.

Heron, Norwegian str., 3,444 tons, Capt. C. B. Klocken, from Tarakan, with a general cargo, lying at North Point—A.P.C.

Kum Sang, British str., 3,341 tons, Capt. H. W. Chandler, from Osaka, Kobe and Amoy, with a general cargo, lying at Kowloon Wharf—Jardine, Matheson & Co.

Linan, British str., 1,350 tons, Capt. W. G. Laster, from Canton, lying at buoy No. B5—B. & S.

Taiposok, French str., 1,219 tons, Capt. Maternati Paul, from Fort Bayard, with 615 tons of general cargo, lying at buoy No. C35—Shun Cheong.

November 15th.
 Benlomond, British str., 3,193 tons, Capt. P. Smith, from Singapore, which port she left on November 8th, with 1,900 tons of general cargo, lying at buoy No. A25—Gibb, Livingston & Co.

Chinkun, British str., 1,353 tons, Capt. J. Pringle, from Bangkok, which port she left on November 8th, with a general cargo, lying at buoy No. B13—B. & S.

Imataen, Norwegian str., 943 tons, Capt. P. S. Johnsen, from Canton, lying at Kowloon Dock—J.C.J.L.

Kathe, German str., 906 tons, Capt. H. Fraden, from Canton, lying at buoy No. C41—Kwong Mow Tai.

Murey, Norwegian str., 657 tons, Capt. H. Lorlander, from Hong Kong, with a general cargo, lying at buoy No. C18—K. Larsen.

Nanchang, British str., 1,306 tons, Capt. R. Umpley, from Canton, lying at buoy No. C37—B. & S.

Svaler, Norwegian str., 1,354 tons, Capt. B. S. Tolin, from Swatow, with a general cargo, lying at buoy No. C45—Lee Fat.

Tunkin, French str., 907 tons, Capt. F. Morran, from Haiphong, with a general cargo, lying at buoy No. C40—M.M.

Zuma, Dutch str., 3,335 tons, Capt. K. E. Dix, from Manila, which port she left on November 12th, with a general cargo, lying at buoy No. A2—J.C.J.L.

CLEARANCES.

November 15th.
 Benlomond, for Takao.
 Baune, for Canton.
 City of Perth, for Shanghai.
 Jinsu Maru, for Hong Kong.
 Hydrangon, for Swatow.
 Kathe, for Newchwang.
 Lee Cheung, for Shanmi.
 Linchow, for Canton.
 Linan, for Swatow.
 Nanchang, for Amoy.
 Shin Hing, for Macao.
 Shun Chih, for Saigon.
 Taiposok, for Kwang Chow Wan.
 Tunkin, for Haiphong.
 Yut Shing, for Swatow.
 Zuma, for Shanghai.

SHIPPING MOVEMENTS.

The Dollar round-the-world liner *President Garfield*, sailed from Shanghai on Wednesday, on schedule, and is due to arrive at this port to-morrow (Saturday) at 7 a.m. This steamer will sail on Sunday, at 8 a.m., for Boston and New York, via Manila, Straits, etc.

The American Mail Liner *President Jefferson* is scheduled to sail from Manila to-morrow (Saturday) at 4 p.m., and will arrive here on Monday at 7 a.m. This steamer will sail on Tuesday at 3 a.m., for San Francisco and Los Angeles, via Shanghai, Japan and Honolulu.

The American Mail Liner *President Grant* is due to sail from Shanghai, southbound, to-morrow (Saturday), and will arrive at this port on Monday, and sailing on Tuesday at 6 p.m. for Manila.

The B.L. *Trenward* will leave for Moji, Kobe and Osaka at 9 a.m. to-morrow (Saturday).

The R.M.S. *Empress of Canada* arrived at Yokohama yesterday (Thursday) at 8.30 a.m., was due to leave the same day at 5 p.m., and is expected at Hong Kong on Wednesday morning, the 21st inst.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	6.30 a.m.	5.40 p.m.
To-morrow	6.37 ..	5.39 ..
Sunday	6.39 ..	5.39 ..

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "MALAYA"

loading on or about

15th December

For
 PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM,
 HAMBURG, BREMEN, COPENHAGEN AND OTHER
 SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:—	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Siam"	15th Dec.	1st Feb., 1929
M.S. "Panama"	22nd Dec.	8th Feb., ..
M.S. "Danmark"	31st Dec.	1st Mar., ..
M.S. "Java"	20th Jan.	24th Mar., ..
M.S. "Australien"	11th Feb.	24th Mar., ..

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

(MERCANTILE BANK BUILDING,

Telephone C. 472.

14

AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU"

Will be despatched hence on the

20th NOVEMBER, 1928

For SYDNEY, MELBOURNE and ADELAIDE

Via MANILA, LOILO, SANDAKAN, TAPAKAN, BALIKPAPAN and RABAU.

For Freight and Passage, Apply to:—

DODWELL & CO., LTD., Agents.

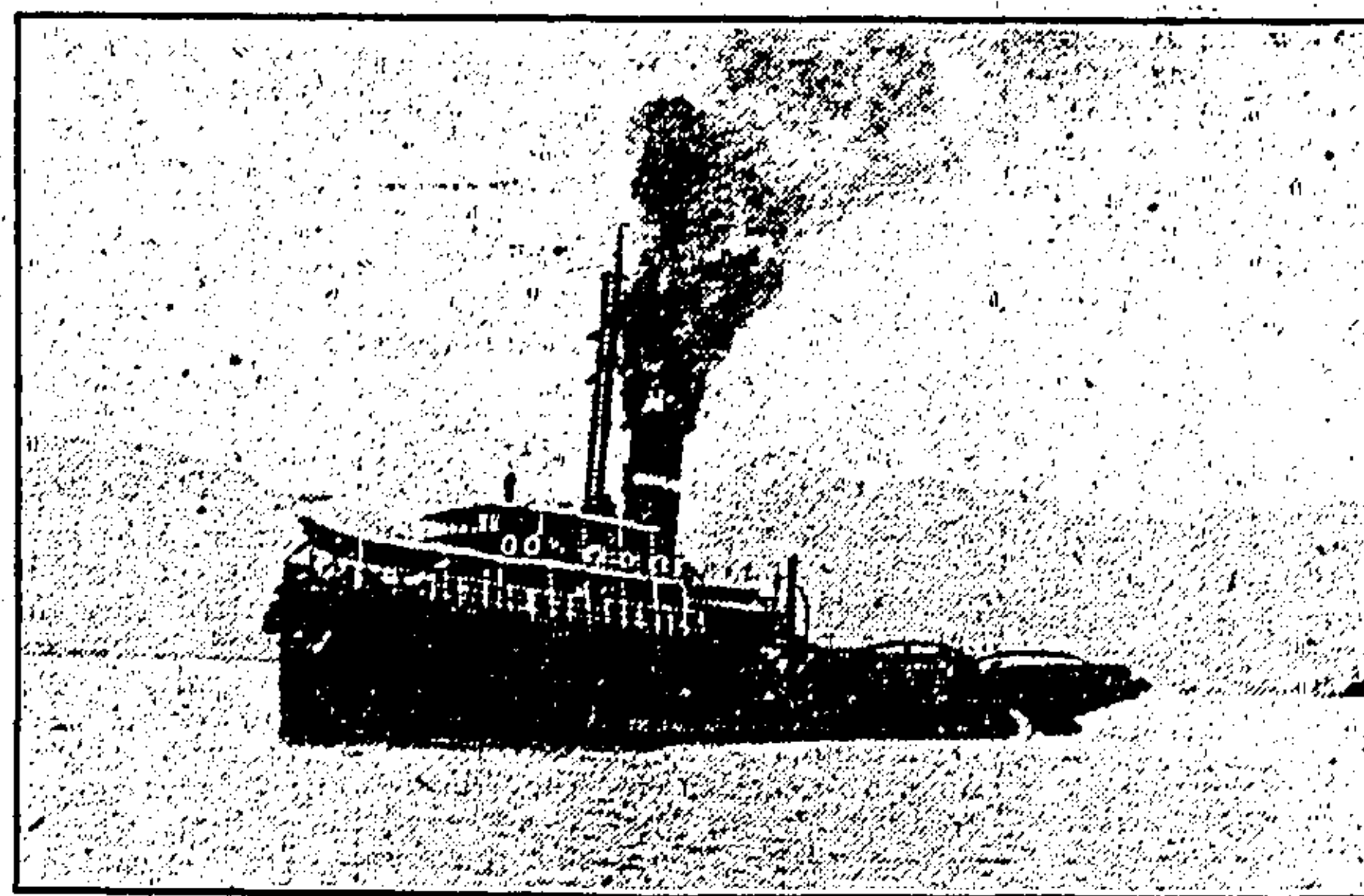
Queen's Building.

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THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONG KONG.
 CODES USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Build, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG.

INDO-CHINA STRAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMERS	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG" "HOESANG" "KWAISANG" "WAISANG"	Wed., 21st Nov., at 7 a.m. Sun., 25th Nov., at 7 a.m. Wed., 28th Nov., at 7 a.m. Sun., 2nd Dec., at 7 a.m.
OSAKA via AMOY, SHAL, MOJI & KOBE	"HOSANG"	Wed., 21st Nov., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"KUTSANG"	Sun., 2nd Dec., at 7 a.m.
STRAITS & CALCUTTA	"KUMSANG" "FOOKSANG"	Satur., 17th Nov., at 3 p.m. Fri., 23rd Nov., at 3 p.m.
SANDAKAN	"MAUSANG"	Thurs., 13th Dec., at Noon
CANTON	"HOPSANG"	Mon., 19th Nov., at 10 p.m.
TIENTSIN	"CHEONGSHING" "CHIPSANG"	Wed., 21st Nov., at 5 p.m. Fri., 30th Nov., at 5 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD. GENERAL MANAGERS.

Telephone: Central No. 216

15

GLEN LINE.

FARE: HONG KONG TO LONDON £83.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENBEG" ...	(via Oran)	12th Dec.
Steamship "GLENIFFER" ...	(via Oran)	9th Jan., 1929
Steamship "GLENSEANE" ...	(via Oran)	6th Dec.
Steamship "CARDIGANSHIRE" ...	(via Oran)	6th March, ..

To SHANGHAI, MOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENIFFER" ...	25th Nov.
Steamship "CARDIGANSHIRE" ...	18th Dec.
Steamship "GLENSEANE" ...	31st Dec.
Motor Vessel "GLENBEG" ...	7th Jan., 1929
Steamship "CARDIGANSHIRE" ...	21st Jan., ..

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:

Cabin class £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON

Cabin class £80.

NEXT SAILINGS TO EUROPE:—

Pass. S.S. "SAABRUECKEN" ...	departure 17th Nov.
Freight S.S. "TRAVE"	departure 29th Nov.
Freight S.S. "Franken"	departure 9th Dec.
Pass. S.S. "COLENZ"	departure 16th Dec.
Freight S.S. "Koenigsberg" ...	departure 27th Dec.

Passenger steamers sailing via Manila and Ports to Genoa.

Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles

Rotterdam, Hamburg and Bremen.

◀ Through Bills of Lading issued to all parts of the world. ▶

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers)

JAPAN (Freight steamers)

FARE FROM HONG KONG TO SHANGHAI:

Cabin class \$75.00. Intermediate class ... \$45.00.

Pass. S.S. "COLENZ"	due here 21st Nov.
Freight S.S. "Bamscheid"	due here 15th Dec.
Pass. M.S. "FULDA"	due here 18th Dec.
Freight S.S. "Main"	due here 22nd Dec.

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 8378.

3, Charter Road.

Queen's Building

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings

subject to alteration without notice.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING	Friday, the 16th Nov., at 3 p.m.
HAIYANG	Tuesday, the 20th Nov., at 2 p.m.
HAICHING	Friday, the 24th Nov., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
 Round Trip Tickets will be issued from Hong Kong to Fochow
 (Pagoda Anchorage) or vice-versa and Return by the same Steamer at
 the Reduced Rate of \$29.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER
17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928-1929.

STRAKERS.	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF FRANCE	Nov. 23	Dec. 1	Dec. 4	Dec. 6	Dec. 13
EMPERESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 23
EMPERESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 6
EMPERESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 1
EMPERESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPERESS OF ASIA	Mar. 23	Mar. 26	Mar. 29	Mar. 31	Apr. 6
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPERESS OF RUSSIA	Apr. 23	Apr. 26	Apr. 29	May 1	May 13
EMPERESS OF ASIA	May 13	May 16	May 19	May 21	May 23
EMPERESS OF FRANCE	May 23	May 26	May 29	June 1	June 13
EMPERESS OF RUSSIA	June 23	June 26	June 29	July 1	July 13

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Nov. 21	Nov. 23	Nov. 23	Nov. 25
Dec. 21	Dec. 23	Dec. 23	Dec. 25

CANADIAN PACIFIC EXPRESS

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PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department Tel. C. 752. Cables: "GACANPAO."
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N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
2120, 2112, 2110, 2102, 2093, VIA SAN FRANCISCO,
GUAYMAS, PANAMA, COLON, SAN PABLO, OAKLAND, SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINYO MARU ... Tuesday, 11th Dec.

SIBERIA MARU ... Tuesday, 11th Dec.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HARUNA MARU ... Saturday, 17th Nov.

KITANO MARU ... Saturday, 1st Dec.

SYDNEY & MELBOURNE via Manila & Port.

MISHIMA MARU (Calla Zamboanga) ... Wednesday, 21st Nov.

TANGO MARU ... Wednesday, 19th Dec.

BOMBAY via Singapore, Penang & Colombo.

FUKU MARU ... Tuesday, 27th Nov.

TOMIURA MARU ... Sunday, 2nd Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINGO MARU ... Tuesday, 18th Dec.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

WAKANA MARU ... Sunday, 9th Dec.

NEW YORK AND BOSTON via PANAMA.

TSUYAMA MARU ... Monday, 29th Nov.

ASUKA MARU ... Saturday, 8th Dec.

LIVERPOOL via Port Said, Genoa & Marseilles.

TOYOOKA MARU ... Wednesday, 21st Nov.

DAKAR MARU ... Friday, 21st Dec.

CAIRO via Singapore, Penang & Rangoon.

PENANG MARU ... Sunday, 18th Nov.

AKITA MARU ... Saturday, 1st Dec.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU (Kobe direct) ... Tuesday, 20th Nov.

NAGATO MARU (Mojiko direct) ... Tuesday, 20th Nov.

DURBAN MARU ... Wednesday, 21st Nov.

ATSUTA MARU ... Tuesday, 27th Nov.

+ Cargo only. Subject to alteration without notice.

For further information, apply to NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Dept.).

KONINKLYKE PAKETVAART

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(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and

PENANG, on 22nd November, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

Service to a destinations in the Netherlands East Indies

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Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. Yonk Buitenzorg, CREAM ROAD.

Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

GENERAL FREIGHTS INCREASE.

TWENTY ARRIVALS.

With twenty arrivals and nineteen departures during the 24 hours ended at 9 a.m. yesterday the general cargo returns again showed high totals. Local imports were good, while through freights showed a very high figure. British contributions to both sections were satisfactory, while ten arrivals and eight departures were shown. Fifteen vessels discharged, 10,333 tons of general merchandise for this port of which 7,890 tons were contributed by six British ships.

The two best cargo returns were from the s.s. *Wilfred* (Norwegian) arriving from Chinwangtao with 2,410 tons of coal, and the s.s. *Trevelard* (British) from Calcutta and Singapore with 2,330 tons of general merchandise.

Through freights showed a total of 23,832 tons of which 10,333 tons were carried by eight British ships. The best carrier was the s.s. *Zoma* (Dutch) from Antwerp and Manila with 4,882 tons of general merchandise. The s.s. *Benlomond* (British), arriving from London and Singapore had 4,500 tons.

The arrivals and departures during the period under review were as follows:

	Arr.	Dep.
British	10	8
Japanese	1	0
Norwegian	2	1
Chinese	2	3
Dutch	2	4
French	2	0
German	1	3
Total	20	19

DETAILS OF FREIGHTS.

Fusman (British) arrived from Canton with 400 tons of general cargo for through ports.

Sanning (British) arrived from Tsingtao and Swatow with 400 tons of general cargo for Hong Kong and 950 tons for through ports.

Yai Shing (British) arrived from Canton with 215 tons of general cargo for through ports.

Hai Ning (British) arrived from Foochow and Swatow with 420 tons of general cargo.

City of Perth (British) arrived from New York and Honolulu with 560 tons of sugar, oil and general cargo for this port and 85 tons general cargo for ports beyond.

Trevelard (British) arrived from Calcutta and Singapore with 2,330 tons of general cargo for Hong Kong and 4,507 tons for through ports.

Benlomond (British) arrived from London and Singapore with 1,800 tons of general cargo and 4,500 tons for through ports.

Linan (British) arrived from Canton with 100 tons of through cargo.

Chinhua (British) arrived from Bangkok and Koshing with 2,100 tons of general cargo.

Taiposok (French) arrived from Port Bayard with 615 tons of general cargo.

Limchow (French) arrived from Haiphong and Hoihow with 1,900 tons of coal and general cargo and 283 heads of pigs; and 750 tons of general cargo and coal for Canton.

Kohe (German) arrived from Canton with 100 tons of general cargo.

(Continued on next column.)

VESSELS EXPECTED.

American Mail Line.
President Grant, Nov. 18th.
President Jefferson, Nov. 19th.
Australian-Oriental Line.
Changle, Dec. 7th.
Taiiping, January 4th.
Bank Line.
Sueric, Nov. 23rd.
City of Chester, Nov. 30th.
City of Lahore, Dec. 8th.
City of Bedford, Dec. 24th.
City of Madras, Dec. 25th.
Leverbank, January 8th.

Blue Funnel Line.
Lion, to-morrow.
Lyrrhus, Nov. 19th.
Perseus, Nov. 20th.
Titan, Nov. 20th.
Helenus, Nov. 24th.
Tyndareus, Nov. 25th.
Asphalion, Nov. 27th.
Antenor, Nov. 28th.
Glaucus, Nov. 30th.
Telemachus, Dec. 6th.
Philoteles, Dec. 9th.
Dionmed, Dec. 11th.
Aeneas, Dec. 17th.
Proterilaus, Dec. 18th.
Hector, Dec. 24th.
Theseus, Dec. 25th.
Atrides, Dec. 29th.

Achilles, January 6th.
Ningehow, January 6th.
Talkhyba, January 6th.
Sargatan, January 10th.
Emasus, January 11th.
Automedon, January 19th.
Tydeus, January 20th.
Dolius, January 31st.
Keenun, January 31st.
Calchas, February 3rd.
Patroclus, February 7th.
Phemius, February 7th.
Autolyceus, February 8th.
Teucer, February 20th.

British-India and Apear Line.

Takada, Nov. 18th.
Talamba, Nov. 25th.
Tilawa, Nov. 28th.
Talma, Dec. 7th.
Takliwa, Dec. 16th.
Santhia, Dec. 25th.

Canadian Pacific Line.

Empress of Canada, Nov. 21st.
Empress of France, Nov. 25th.

Dodwell & Co.

Romolo, Dec. 8th.

Dollar S.S. Line.

President Garfield, to-morrow.

President Lincoln, Nov. 23rd.

East Asiatic Co., Copenhagen.

Malaya, Dec. 15th.

Siam, Dec. 15th.

Panama, Dec. 22nd.

Danmark, Dec. 31st.

Jawa, January 20th.

Australien, February 11th.

Hamburg-Amerika Linie.

Duisburg, Nov. 23rd.

Ruhr, November 27th.

Oldenburg, Dec. 9th.

Starland, Dec. 21st.

Emil Kirdorf, January 4th.

Havelland, January 21st.

Kulmerland, February 6th.

Zoma (Dutch) arrived from Antwerp and Manila with 405 tons of general cargo for this port and 5,882 tons for through ports.

Vulcanus (Dutch) arrived from Foochow with a cargo of empty drums.

Baune (Norwegian) arrived from Newchwang and Dairen with 400 tons of beans and 1,100 tons for through ports.

Wilfred (Norwegian) arrived from Chinwangtao with 3,330 tons of coal and 1,500 tons of coal for through ports.

Kojima Maru (Japanese) arrived from Dairen with 1,742 tons of general cargo and 1,100 tons of coal for Canton.

DAILY WATERFRONT NEWS.

STOWAWAY ON TROOPSHIPS.

[BY LONGSHOREMAN.]

Two young Russians were charged at the Central Magistracy yesterday with having stowed themselves away on board the troopship *Somerstshire* which arrived in the morning from Shanghai. The Police informed the Magistrate that only two out of every ten persons who arrive in the Colony as stowaways are handed over to the police. The two defendants who were found hiding in a motor boat near the stern of the ship were each sentenced to one month's hard labour.

Speeding Through Breakwater Entrance.

Leung Wong, coxswain of the steam launch *Hop On* was fined \$5 by Comdr. J. B. Newell, D.S.O., R.N., at the Marine Court yesterday morning for failing to ease his engines to a speed of 3 knots when passing through the Yaumati Breakwater.

The master of a cargo boat was summoned for carrying passengers other than those required to work cargo. The defendant stated that the 20 passengers who were on his boat were rice coolies, and had stayed on board a steamer in harbour that night. Wishing to get ashore the next morning, they called his boat. He hoisted his sign to call a launch but none came, and he was obliged to take the passengers ashore himself. A fine of \$20 representing \$1 per passenger was imposed.

Asiatic Deck Passengers.

Seven vessels brought 531 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

Eastern and Australian Lines.

Tanda, Nov. 25th.

St. Albans, Dec. 3rd.

Arufura, January 7th.

Glen Line.

Gleniffer, Nov. 23rd.

Carnegie, Nov. 23rd.

Glenbeg, Dec. 1st.

Glenahine, Dec. 31st.

Glenogle, January 6th.

Java-China-Japan Line.

Tyloboet, to-day.

Tyloboet, Nov. 19th.

Tyloboet, Nov. 21st.

Tyloboet, November 25th.

Tyloboet, Dec. 3rd.

Tyloboet, December 5th.

Messageries Maritimes.

Paul Leant, Nov. 20th.

Cheroneux, Nov. 20th.

Andre Lebon, Dec. 4th.

Parthos, December 4th.

Athos II., December 18th.

D'Artagnan, January 1st.

Sphinx, January 15th.

General Metzinger, Jan. 29th.

Peninsular and Oriental.

Trelawny, Nov. 21st.

Khyber, Nov. 23rd.

Naldera, Nov. 23rd.

Karmala, Dec. 1st.

Jeyore, Dec. 8th.

Mantua, Dec. 7th.

Trellian, Dec. 7th.

Malwa, December 8th.

Kashmir, Dec. 15th.

Kalyan, Dec. 21st.

Morea, January 4th.

Kashgar, January 18th.

Padua, January 18th.

Macedonia, February 1st.

Khyba, February 15th.

Prince Line.

Malayan Prince, Dec. 5th.

Royal Prince, December 31st.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CHYLOM, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination
"KHYBER"	9,114	24th Nov.	Marseilles, London and Hull.
"KARMALA"	9,128	1st Dec.	Marseilles and London.
"JEYPORE"	9,318	8th Dec. (Mar.)	L'don, Hull, A'werp, B'dam, H'burg
"MALWA"	10,946	8th Dec.	Bombay, Marseilles and London.
"KASHMIR"	9,885	15th Dec.	Marseilles and London.
"NALDERA"	16,085	22nd Dec.	Bombay, Marseilles and London.
"MANTUA"	10,946	5th Jan., 1929	Marseilles and London.
"KALYAN"	9,144	12th Jan.	do.
"MORBA"	10,953	2nd Feb.	Bombay, Marseilles and London.
"KASHGAR"	9,906	18th Feb.	Marseilles & London.
"MACEDONIA"	11,130	2nd Mar.	Marseilles and London.
"PADUA"	9,907	9th Mar.	Mars., L'don, A'werp, B'dam, H'bg
"KHIVA"	9,136	12th Mar.	Marseilles and London.
"KHYBER"	9,114	22nd Mar.	do.
"MALWA"	10,980	30th Mar.	do.
"NALDERA"	16,088	13th Apr.	B'bay, Mars., & London.
"KASHMIR"	9,885	30th Apr.	Marseilles and London.
"MANTUA"	10,946	27th Apr.	Bombay, Marseilles and London.
"KASHMIR"	9,885	11th May.	Marseilles and London.
"MORBA"	10,953	26th May.	Bombay, Marseilles and London.
"KALYAN"	9,144	8th June.	Marseilles and London.
"RAJPUTANA"	9,168	22nd June.	Bombay, Marseilles & L'don.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
JAPAN & SHANGHAI	Hanaka Maru	16th Nov.
U.S.A., HONOLULU, JAPAN, SHANGHAI & Europe via Siberia (London, 25th to 27th October)	Pres. Garfield	17th Nov.
SWATOW & SHANGHAI	Swigang	17th Nov.
EUROPE via NINGPO (Letters and Papers) London, 18th Oct.	Takada	18th Nov.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Grant	19th Nov.
STRAITS	Hwang	19th Nov.
JAPAN	Mishima Maru	20th Nov.
U.S.A., HONOLULU, JAPAN, & SHANGHAI	Shingo Maru	20th Nov.
CANADA, U.S.A., JAPAN & SHANGHAI	Exp. of Canada	21st Nov.
JAPAN & SHANGHAI	Kybei	23rd Nov.
EUROPE via SUEZ (Letters & papers) London, 30th October	Exp. of France	23rd Nov.
STRAITS	Alaska Maru	24th Nov.
JAPAN & SHANGHAI	Kikano Maru	30th Nov.

OUTWARD MAILS.

For	Per	Date & Time
Fort Bayard	Tai Poo Sak	Friday, 16th, 1.30 P.M.
Swatow, Amoy and Foochow	Hai Ning	2.00 P.M.
Formosa	Benbow	2.30 P.M.
Haiphong	Tonkin	3.30 P.M.
Haiphong	Compagnie	4.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 16th Dec.	Hanaka Maru	Reg. 4.30 P.M. Let. 17th, 9.00 A.M. G.P.O.
Japan, Canada, U.S.A., C. & S. America, & Europe via Victoria, B.O.—due Victoria, B.O., 11th Dec.	Izumi	Reg. 17th, 8.40 A.M. Let. 18th, 5.00 P.M. Reg. 17th, 9.45 A.M. Let. 18th, 10.30 A.M.
Straits and Calcutta	Kum Sang	Saturday, 17th, Noon Letters 1.00 P.M.
Cebu	Pyrrhus	5.00 P.M.
Manila	Pres. Garfield	5.00 P.M.
Shanghai & EUROPE via Siberia	Kanchow	6.00 P.M.
Swatow and Bangkok	Kwang	Sunday, 18th, 9.00 A.M.
Hoihow, Pakhoi & Haiphong	Tsun	Monday, 19th, 8.30 A.M.
Japan, Honolulu, Canada, U.S.A., C. & S. America & Europe via San Francisco—due San Francisco, 13th Dec.	Pres. Jefferson	Parcel 3.00 P.M. Reg. 4.15 P.M. Let. 5.00 P.M.
Shanghai & Europe via Siberia	Pres. Jefferson	Let. 8.00 P.M.
Saigon, Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 21st Dec. & mail due in London 23rd Dec.	Paul Local	Tuesday, 20th, Noon Reg. 10.00 P.M. Let. 1.00 P.M. G.P.O.
Swatow, Amoy and Foochow	Haiyang	Reg. 12.45 P.M. Let. 1.30 P.M.
Amoy	Swigang	1.00 P.M.
Manila	Pres. Grant	4.30 P.M.
Amoy	Hwang	5.00 P.M.
Swatow	Kwang	5.00 P.M.
Manila Australia and New Zealand via Thursday Island—due Thursday Island, 3rd December	Mishima Maru	Wednesday, 21st, Reg. 8.30 A.M. Let. 1.30 P.M.
Shanghai	Hupei	2.30 P.M.
Manila	Exp. of Canada	
Straits & Calcutta	Fook Sang	Friday, 23rd, Noon Parcel 1.00 P.M. Let. 1.00 P.M.
Swatow, Amoy and Foochow	Hai Ching	1.00 P.M.
Wei Hai Wei	Huichow	2.30 P.M.

*Correspondence bearing vessel's name only.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital\$50,000,000
Issued and Fully Paid\$30,000,000
Reserve Funds:—
Sterling\$2,000,000
Silver\$14,000,000
Reserve Liability of Pro-
prietors\$30,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
A. H. CONYER, Esq.,
Chairman.
N. S. BROWN, Esq.,
Deputy Chairman.
Hon. Mr. B. D. F. P. W. Massey, Esq.,
W. H. Bell, Esq.,
Hon. Mr. C. G. S. T. G. Wall, Esq.,
M. Mackie, Esq.,
Chief Manager.
Hon. Mr. A. C. HYNES.

BRANCHES:—
Amoy, Hongkong, Peking, Bangkok, Hoihow, Penang, Batavia, Ipoh, Rangoon, Bombay, Johore, Saigon, Calcutta, Kuala Lumpur, Singapore, Canton, Kobe, San Francisco, Shanghai, Lyons, Hongkong, Fookchow, Malacca, Haiphong, Manila, Tientsin, Hamburg, Moukden, Tokyo, Hankow, Nagasaki, Yokohama, Harbin, New York.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STAMING on terms which will be quoted on application.
Hong Kong, 10th Sept., 1928. [26]

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the Hong Kong & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.
Hong Kong, 13th Sept., 1927. [3]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
U.S. \$3,500,000.00

HEAD OFFICE:
37, WALL STREET,
NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world. Interest Allowed on all Deposits. Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COM-
PANY OF NEW YORK.
Total Resources in excess of U.S.
\$537,000,000.00.
D. M. BIGGAR,
Manager.

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS
ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital.....Guilder 150,000,000.
(£12,500,000).
Paid-Up Capital.....Guilder 80,000,000.
(£6,400,000).
Reserve Fund.....Guilder 40,000,000.
(£3,200,000).

Head Office: AMSTERDAM.
Branches: Batavia, Bencoolen, Borneo, Calcutta, Canton, Cebu, Hongkong, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Singapore, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

London Bankers:—National Provincial Bank, Ltd.
Correspondents all over the world. Banking Business of every description transacted.
O. STEENSTRA,
Manager.
Hong Kong, 30th Aug., 1928. [34]

THE YOKOHAMA SPECIE BANK LIMITED.

Capital fully paid up...Yen 100,000,000
Reserve Fund.....Yen 102,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS AT:—
Alexandria, Honolulu, Rangoon, Batavia, Kai Yuen, Saigon, Bombay, Karachi, Soerabaya, Buenos Aires, Kobe, San Francisco, Calcutta, Lyons, Seattle, Canton, Los Angeles, Semarang, Shanghai, Hankow, Singapore, Yokohama, (Tokyo), Nagasaki, Siam, Nanking, Newchwang, Sydney, (Hankow), Osaka, Tientsin, Hamburg, (New York), Tokyo, Hankow, Peking, Tientsin, Harbin, (Rio de Janeiro), Hong Kong, Yokohama, Vladivostok (Temporarily closed).

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager,
Hong Kong, 11th Sept., 1928. [35]

CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Pro-
prietors£3,000,000

AGENCIES AND BRANCHES:

ALOR STAR, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CEBU, CHONGKING, HANKOW, HONGKONG, KANSAI, KATOW, KUALA LUMPUR, LONDON, LYONS, MANILA, Peking, RANGOON, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General Banking Business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hong Kong, 16th Mar., 1928. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France.)

Princes Building, Chater Road, Victoria, Hong Kong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid up.....Fr. 50,000,000
Special Working Capital Fr. 50,000,000
ReservesFr. 22,319,000

BRANCHES:—
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Tourane, Vinh, Pnom Penh, Bangkok, Shanghai, Tientsin, Peking.

FRANCE: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays-Bas, Crédit Industriel et Commercial, Société Générale.

NEW YORK: American Exchange Irving Trust Co., Banco Commercial Italiano, San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted. Correspondents throughout the world.
L. BERNIS,
Manager.
Hong Kong, 6th Aug., 1928.

THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorized Capital£3,000,000
Paid-up Capital£1,800,000
Reserve Fund and Ret.£1,584,848

BRANCHES:—
The Bank of England and MIDLAND BANK, LTD.

BRANCHES:—
Bangkok, Hong Kong, Canton, Shanghai, Peking, Tientsin, Hankow, Soerabaya, Rangoon, Calcutta, Bombay, Madras, Singapore, Penang, Malacca, Swatow, Amoy, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Bencoolen, Borneo, Hongkong, London, Lyons, Seattle, Canton, Los Angeles, Semarang, Shanghai, Hankow, Singapore, Yokohama, (Tokyo), Nagasaki, Siam, Nanking, Newchwang, Sydney, (Hankow), Osaka, Tientsin, Hamburg, (New York), Tokyo, Hankow, Peking, Tientsin, Harbin, (Rio de Janeiro), Hong Kong, Yokohama, Vladivostok (Temporarily closed).

Interest allowed on Current Accounts and Fixed Deposits at rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 1st Sept., 1928. [29]

THE BANK OF CHINA.

行銀國中

(Special authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital\$50,000,000.00
Paid-up Capital12,788,300.00
Reserve Fund9,943,398.99

Head Office:—PEKING
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITY TRUST CO., THE TRUST CO. OF COLUMBIA, THE TRUST CO. OF CONNECTICUT.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.
CH. LEM,
Manager.
Hong Kong, 27th October, 1928. [32]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency
AUTHORIZED CAPITAL\$11,000,000
PAID-UP CAPITAL\$6,664,300
RESERVE FUND800,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—THE LLOYDS BANK, LTD.

Correspondents all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$45.

LOOK POONG SHAN,
Manager.
Hong Kong, 29th June, 1927. [37]

THERE'S

a world-wide wish for

WILLS'S

Gold Flake

For all times
in all climesGold Flake
VIRGINIA
CIGARETTES

PACKED IN TINS OF 50. AND PACKETS OF 10.

This advertisement is issued by the British-American Tobacco Co., (China) Ltd.

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Head Office:
99, Boulevard Haussmann, Paris.

Subscribed Capital Fr. 72,000,000.00
Paid-up Capital Fr. 68,400,000.00
Reserve Fund Fr. 102,000,000.00

BRANCHES:—
Bangkok, Hong Kong, Canton, Shanghai, Peking, Tientsin, Hankow, Soerabaya, Rangoon, Calcutta, Bombay, Madras, Singapore, Penang, Malacca, Swatow, Amoy, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Bencoolen, Borneo, Hongkong, London, Lyons, Seattle, Canton, Los Angeles, Semarang, Shanghai, Hankow, Singapore, Yokohama, (Tokyo), Nagasaki, Siam, Nanking, Newchwang, Sydney, (Hankow), Osaka, Tientsin, Hamburg, (New York), Tokyo, Hankow, Peking, Tientsin, Harbin, (Rio de Janeiro), Hong Kong, Yokohama, Vladivostok (Temporarily closed).

FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.
CH. LEM,
Manager.
Hong Kong, 27th October, 1928. [32]

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S
LOCAL NEWS.

The Paper to send Home.

P. & O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL£2,584,108
RESERVE FUND£180,000

HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the world.

C. CHAMPKIN,
Manager.
Princes Building, Chater Road, Hong Kong.

EXCHANGE.

CLOSING QUOTATIONS.

November 15th, 1928.

ON LONDON:—
Telegraphic Transfer ... 3/04
Bank Bills, on demand ... 2/0 5/16
Bank Bills, at 30 days' sight ... —
Bank Bills, at 4 months' sight ... 3/04
Credits, at 4 months' sight ... 2/11
Documentary Bills, 4 months' sight ... 2/11

ON PARIS:—
Bank Bills, on demand ... 125 1/2
Credits, 4 months' sight ... 1,332 1/2

ON NEW YORK:—
Bank Bills, on demand ... 45 1/2
Credits, at 30 days' sight ... 50 1/2

ON BOMBAY:—
Telegraphic Transfer ... 124 1/2
Bank Bills, on demand ... 124 1/2

ON CALCUTTA:—
Telegraphic Transfer ... 134 1/2
Bank Bills, on demand ... 134 1/2

ON SHANGHAI:—
Bank Bills, at sight ... 77 1/2
Private, 30 days' sight ... 105 1/2
ON YOKOHAMA:—On demand ... 105 1/2
ON MANILA:—On demand ... 98 1/2
ON SINGAPORE:—On demand ... 86 1/2
ON BATAVIA:—On demand ... 132 1/2
ON HANKOW:—On demand ... 132 1/2
ON SOERABAYA:—On demand ... 132 1/2
ON BANGKOK:—On demand ... 132 1/2
ON SINGAPORE:—Bank's Buying Rate \$9.55
GOLD LAY, 100 fine, per tael ... —
SILVER, per oz. ... 23 11/16

THE AMERICAN EXPRESS Co., Inc.

Definition of TRAVELLERS' CHEQUES:—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the name of 'AMERICAN EXPRESS TRAVELLERS' CHEQUES' the word 'Travellers' being spelled with one 'l'. The advantage of the Cheques was so apparent that other banking institutions adopted the system."

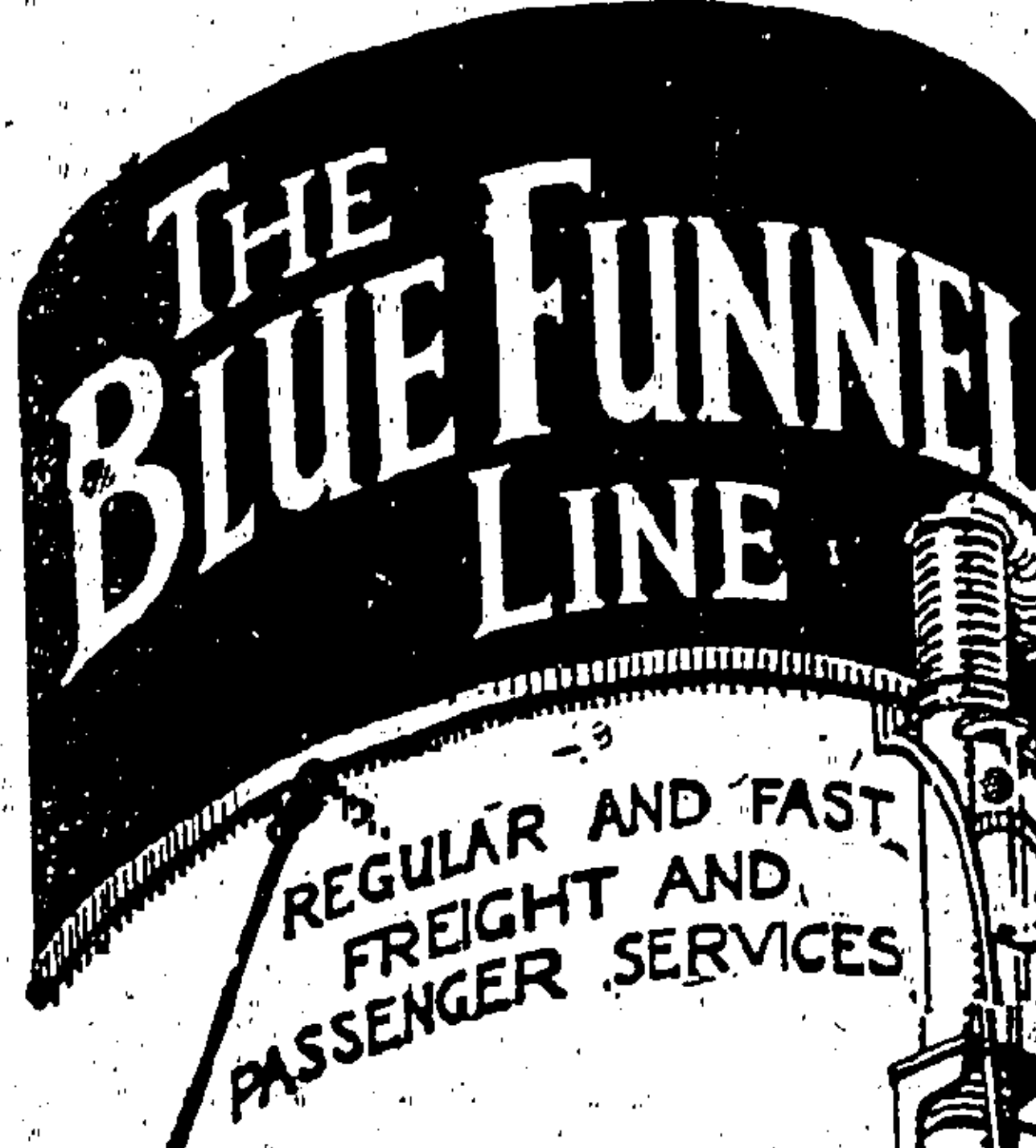
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Printed and Published by OLIVER THOMAS, BRICKWORK, for the Hong Kong Daily Press, Ltd., at 11, Des Vaux Road, Victoria, Hong Kong. London Office: 21, Bridge Lane, Fleet Street, E.C. 4.



LONDON SERVICE.

"ANTENOR" 28th Nov., Mare, L'don, R'dam & Glasgow.
"DIOMED" 11th Dec., Mare, L'don, R'dam & Hamburg.
"HECTOR" 24th Dec., Mare, L'don, R'dam & Glasgow.

LIVERPOOL SERVICE.

"TITAN" 20th Nov., Genoa, Havre, Liverpool & Glasgow.
"GLADIUS" 20th Dec., Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).
"IXION" 17th Nov., Victoria, Vancouver & Seattle.
"TYNDAROS" 13th Dec., Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"PYRRHUS" 19th Nov., New York, Boston & Baltimore.

INWARD SERVICE.

Do For
"PERSEUS" 20th Nov., Shanghai, Moji, Kobe & Y'hama.
"ASPHALION" 27th Nov., Shanghai.
PASSENGER SERVICE.
"ANTENOR" 28th Nov., Singapore, Marseilles & London.
"HECTOR" 24th Dec., Singapore, Marseilles & London.

All cargo steamers with limited passenger accommodation at special reduced fares.
For freight, passage rates, and information apply to:—
Butterfield & Swire,
Agents.